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RAILROAD

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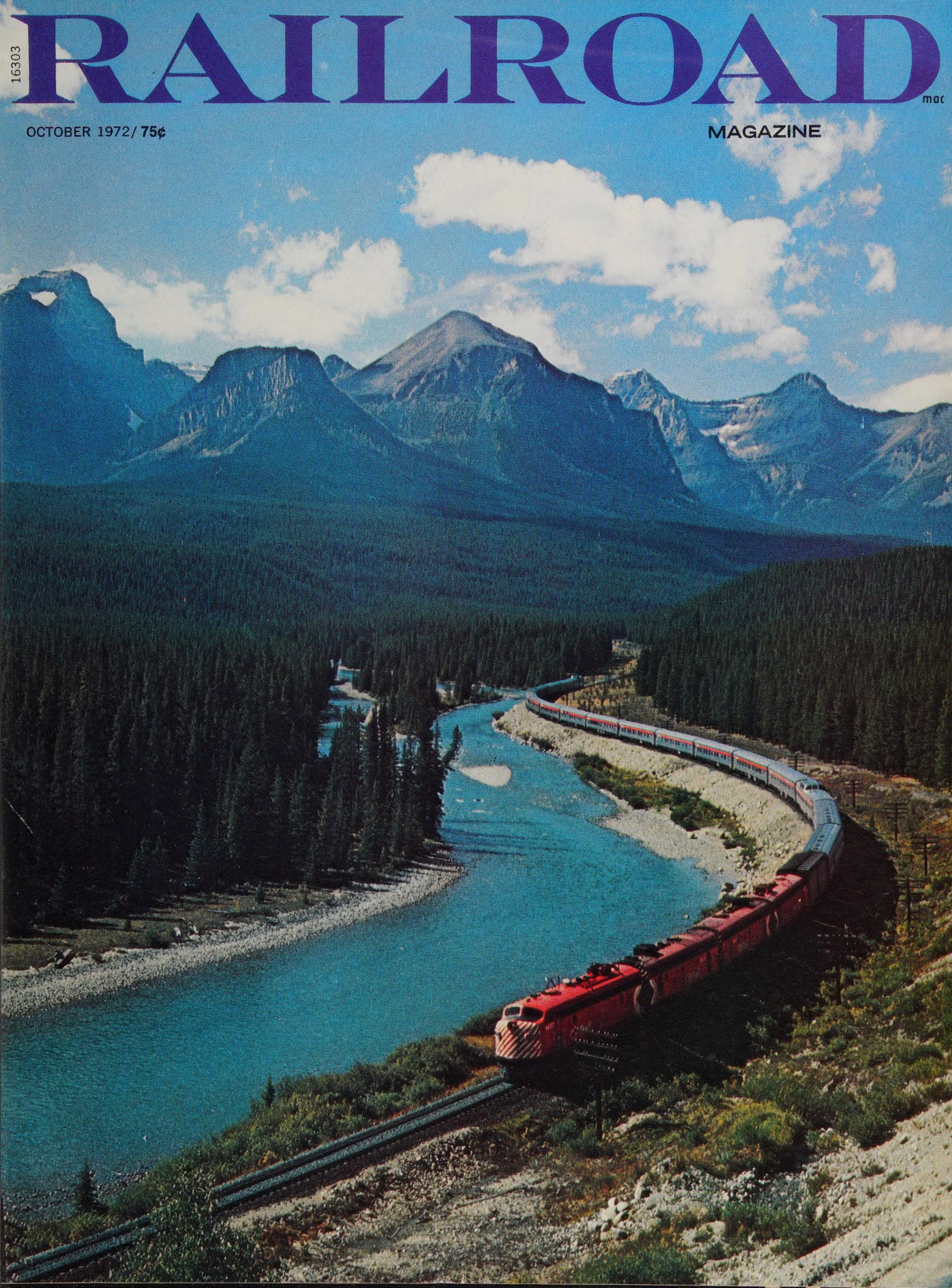
OCTOBER 1972/ 75¢

MAGAZINE



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RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 91, No. 6 OCTOBER, 1972 75 CENTS

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Yard scene on the old Laurel Line (L&WV) at Scranton, Pa., as it looked many years ago. The cars pictured here are (left to right) Nos. 23, 20, 402, 401, and 32. All of them have probably been scrapped. The line ran to Wilkes-Barre, Pa.
Photograph by Stephen D. Maguire

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THE MAIL CAR

where editors and readers meet

A study in black and white masses. Baltimore & Ohio eastbound freight with an EMD A-B-B-A set of F-7s passes Harpers Ferry, W. Va., station on May 1, 1968.
Richard J. Allen, 14 Ethel St., M.R. 99, Binghampton, N.Y. 13905

FRONT COVER shot of CP Rail's great transcontinental train, *The Canadian*, was made by Nicholas Morant, this month's *Interesting Railfan*, in the scenic Bow River valley near Lake Louise, Alberta. Our July cover, also by Morant, showed the same train on Stoney Creek bridge in British Columbia.

"When I took the bridge picture," he writes, "we had no portable radios, so we had to line out 4,000 feet of telephone cable from the camera position up to the approximate spot where we knew the engine would stop. Thus we spotted the train accurately. On such assignments we always stop *The Canadian*—up to eight minutes on occasion. Reason: we need time to expose 5x7 negatives in black and white, color, and positive color transparencies. For lesser shots we use multiple cameras."

Further details of Nick's photographic technique on page 20. ●

YOUR beautiful July cover photo of Stoney Creek bridge evoked a tragic memory. One day in early spring many years ago, when I was a Canadian Pacific fireman out of Revelstoke, B.C., a call came for a relief fireman on a pusher engine at Beavermouth, a few miles east of Stoney Creek. Luckily for me, I missed that call. But I knew the young fireman who took it. The pusher job consisted of helping passenger and freight trains up the long grade to Glacier, where they were cut off and returned light to Beavermouth.

On that spring day, after the pusher with the relief fireman had completed an assist to Glacier, she was coupled behind another pusher for the return trip. Leaving Glacier, they drifted through the five-mile Connaught Tunnel, a short distance west of Stoney Creek. Soon both engines were on the bridge. As they approached the far side they felt it shaking. Then just as they were practically on solid ground, the bridge gave way!

With quick presence of mind, the hogger on the lead engine had yanked his throttle wide open and surged ahead to safety. But the rear pusher went down with the bridge, breaking the coupling between the two locomotives as she fell to the bottom of the deep gorge and sending both of her crew members to glory. A spring thaw had softened the ground around the abutments. That plus the weight of two engines caused the abutments to slide down the canyon wall! The fine, modern, steel bridge shown on Nick Morant's photo has since replaced the original structure.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada. ●

WHO wants two Santa Fe steam engines (type, history, and condition unknown to us)? You *may* be able to buy them apart from the negotiable package price of $50,000 for the entire town of Madrid, N.M. This community, almost a ghost town, is about 25 miles southwest of Santa Fe, N.M. It once boasted 2,000 population but now has only 50 or 60 people, all renting old houses. In summer they operate a museum, a restaurant, and an antique shop for passing motorists. About 90 years ago Santa Fe Railway bought the townsite and its coal deposits for locomotive fuel; but in 1947, due to diesel power replacing steam, they sold it to Oscar Huber. Now the Huber estate wants to sell it. Included in the deal are 300 acres of land, about 150 houses, a school, an opera house, a few antique automobiles, and the two locomotives. ●

TWO high-speed mail trains are cutting off from one to three days from previous schedules of delivering bulk mail and parcel post in the West. These daily piggyback freight trains are operated by the Southern Pacific, Union Pacific, and Burlington Northern with an average speed of 46 mph. including terminal time, fueling, and crew changes, on a 50-hour schedule in each direction.

The first one eastbound left SP's Oakland yard at 2:30 a.m. on July 15th and arrived in Chicago with a flourish at 6:30 a.m. on July 17th. The first westbound run started in the Windy City on the 15th at 9 a.m. and ended in Oakland exactly two days later. Intermediate stops are made at Roseville, Ogden, Cheyenne, North Platte, and Council Bluffs to drop off and pick up mail. From these exchange points other rail (in some cases truck) routes serve the regional mail distribu-

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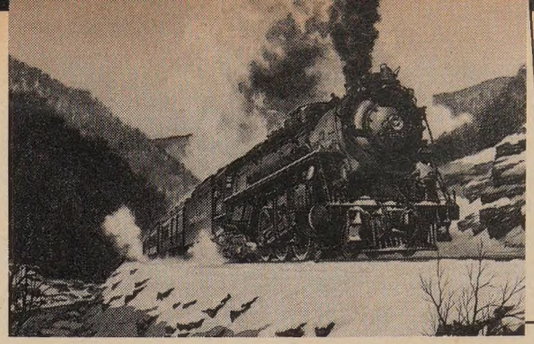
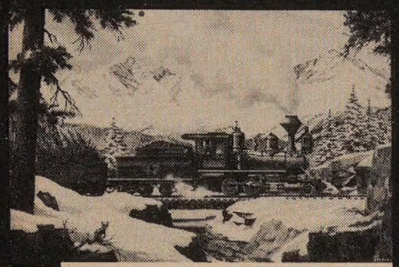
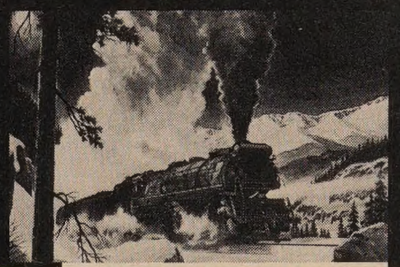


T612 The Lackawanna Rolls East—With every Good Wish for Christmas and the New Year—**Hudson type locomotive out of Scranton**



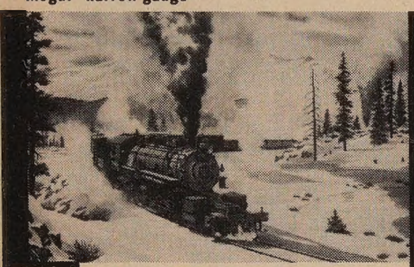
T509 Fresh Trees and Full Steam—With Best Wishes at Christmas and through all the New Year—**"Mogul" narrow gauge**

T611 Here Comes the Chief!—Christmas Greetings and Best Wishes for all the Year—**Santa Fe Chief on Glorieta Pass**

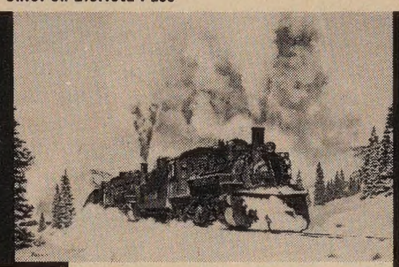


T925 Night Run in the Rockies—May the Spirit of Christmas be with you and Happiness be yours through the Year—**Rio Grande 3617 Mallet**

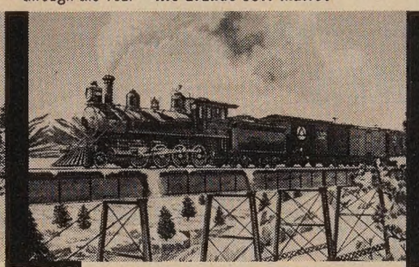
T610 Holiday Local to the North Country—Peace and Good Will at Christmas and through all the New Year—**Boston & Maine Pacific type**



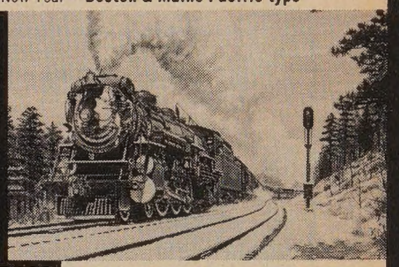
T650 Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Mofat Malley" on Rollins Pass**



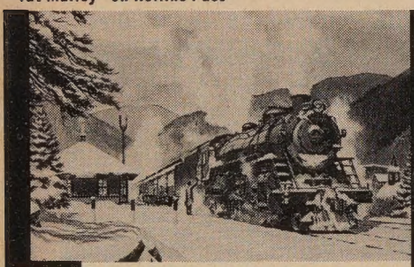
T852 Frosted Steam—Merry Christmas and a Happy New Year—**Trio of K-36, 3 footers, Cumbres Pass, Colo.**



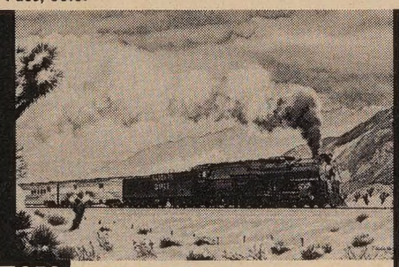
T224 Headed for Trout Creek Pass—Merry Christmas and Happy New Year—**Colorado Midland, South Park 1890**



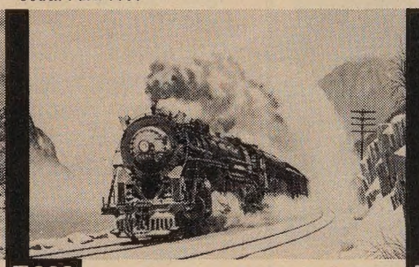
T405 The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**



T100 Station Stop for the B & O—May you and yours this Christmas day..be blessed with health and happiness—**Baltimore & Ohio Pacific type**

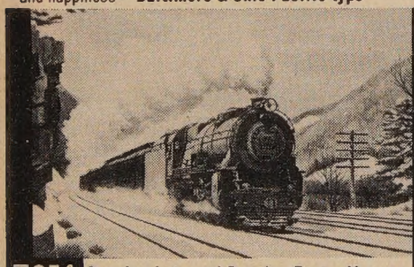


T953 The Chief Rolls West—Peace and Good Will at Christmas and through all the New Year—**Santa Fe 2900 Series Victorville**



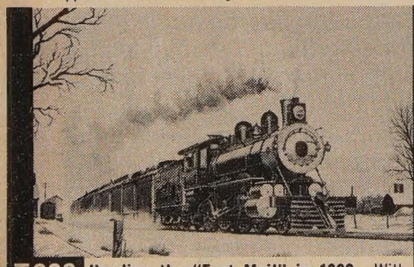
T803 Green Flags for a Christmas Run—May the meaning of the Season be deeper...as Christmas comes this year—**The 20th Century Limited**

T408 Donner Pass on Christmas Day—Peace and Good Will at Christmas and through the New Year—**Southern Pacific diesel in the Sierras**



T954 Running Late and Running Fast—May you and yours this Christmas day...be blessed with health and happiness—**K4 Broadway Limited**

T406 Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine**



T900 Heading the "Fast Mail" in 1899—With every good wish for Christmas and the New Year—**CB&Q Vauclain Compound #1592**

T800 Christmas Morning Run—May the meaning of the Season be deeper...as Christmas comes to you this year—**SP Overland Limited**

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tion centers of Los Angeles, Portland, Denver, Minneapolis, and Milwaukee. According to the U.S. Postal Service, the improved schedules affect about 15 percent of the nation's total bulk mail and parcel post. ●

NEWSCAST. Ever since Penn Central went into bankruptcy it has received a record amount of unfavorable publicity. Among the many suits pending against it in the courts is one filed by the United Transportation Union, with headquarters at 15401 Detroit Ave., Lakewood, Ohio, aimed at protecting the jobs of 6,000 members on the road's payroll. PC had announced plans to eliminate jobs in several operating classifications that it "deemed unnecessary."

The Village Board of Orchard Park, N.Y., has rejected a plan to convert an abandoned B&O station into a restaurant, by voting against a motion to rezone railroad property from residential to business usage. This action was on the Village Planning Board's recent recommendation to deny developer Edmund F. Burke's rezoning petition.

Wanton destruction by vandals! Fourteen Erie Lackawanna freight cars and two cabooses were derailed and damaged to an estimated extent of $35,000 in the Bison yards at Cheektowaga, N.Y., in the early morning of June 29th. A 114-car freight train that was stationary began moving when unknown criminals pulled the switch. Some cars jumped the track. Mangled cars and about 550 tons of coal littered the yard and about 275 feet of rails were torn up, disrupting rail traffic for about seven hours. Terminal Supt. Snyder says arsonists set the two cabooses afire.

John Gardner, Toronto, Ont., Canada, sent us a picture showing two boxcars coupled together in a train at Yorktown, Sask. One car is Canadian National, the other Canadian Pacific, but both have the same number! "Since each road has roughly 78,000 freight cars," he writes, "you might have fun figuring out the odds on this occurrence."

Bankruptcy of the Erie Lackawanna, which we announced last month, will probably cost residents of western New York State higher taxes to compensate for the loss of the EL's taxes. The EL is a wholly-owned subsidiary of Dereco, Inc., whose common stock is owned by the Norfolk & Western. The N&W has decided to write off as extraordinary charges to 1972 income about $58.5 million in the EL bankruptcy. The EL and the Delaware & Hudson were included in the N&W system in 1968 by an ICC order affirmed by the U.S. Supreme Court.

Penn Central trustees have asked the U.S. District Court in Philadelphia for permission to abandon 1,933 miles of line in 11 states and two Canadian provinces, alleging that 210 of those miles no longer originate or receive revenue traffic and that "continued operation of the remainder cannot be justified by sound business practice or by public necessity." A hearing was set for September 15th.

Norfolk Southern tracks are being relocated in North Carolina approximately between Wilsonville and Apex because the U.S. Government is damming New Hope Creek, which will flood the present track location, reports James W. Harris, Raleigh, N.C.

Lehigh Valley and Norfolk & Western recently began pooling their equipment to speed four freight trains operating daily between New York and the Midwest via Buffalo, N.Y. This practice allows LV to deliver two westbound trains to N&W at Buffalo without moving them through a freight yard for break-up and reclassification. Similarly, N&W can turn over two eastbound trains intact to the Lehigh. Each train carries the same equipment on the entire journey—3 or 4 diesel locos of either railroad and two cabooses, one Lehigh, the other N&W. Only the crews change en route. So don't be surprised and write excitedly to Jim Edmonston if you see, for example, LV power pulling trains over N&W tracks.

A bill aimed at having fewer trains block highway crossings in New York State was passed recently by the Legislature and signed by Governor Rockefeller. The new law makes brass collars as well as crew men subject to penalties if the train blocks a crossing more than five minutes without good reason. The law also lowers the maximum possible penalty from a year in jail to 15 days, $100 fine, or both.

Following the Army mule into history, the 714th Railway Battalion, operator of the Army's last complete training railway system, again has been inactivated, this time at Fort Eustis, Va., on June 19th. The unit was officially set up in 1927, disbanded in 1940, reorganized in 1941, and operated and maintained Alaska's railway system during World War II. The Fort Eustis use of steam delighted fans.

Damage totalling $15,000 was caused when a car of a 145-car Tor-

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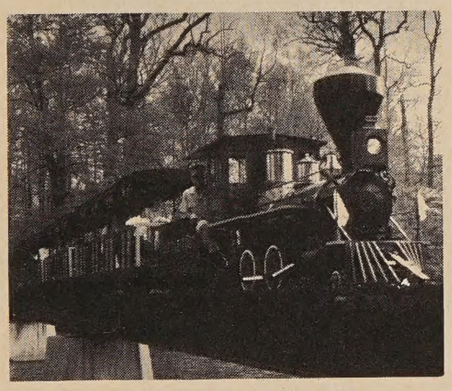

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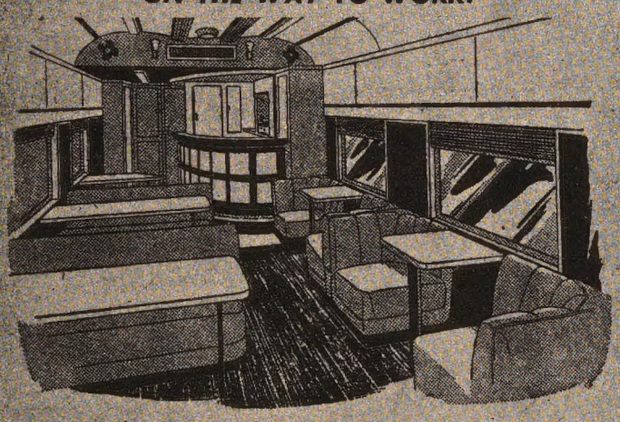

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It is available in a limited edition at $25 a copy from Haverford Press, Inc., Box 93, Haverford, Pa. 19041.

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onto, Hamilton & Buffalo freight train exploded for some unknown reason as the train started across the Whirlpool Rapids bridge at Niagara Falls, Ont., on Penn Central tracks. The car was loaded with aluminum silicate, used in making pottery. Nobody was hurt.

Penn Central plans a unique "ship-a-train" movement of highway trailers on railroad flatcars, which it describes as "a bold and innovative attempt to halt the erosion and diversion of trailer and container traffic from the nation's railroads to private and unregulated motor carriers on the highways." The proposal calls for booking a special train for any large shipper, forwarder, consolidator, motor carrier, or other customer who can provide a minimum of 60 trailers or containers for shipment in a 24-hour period. This service would be available between PC's Trail-Van terminals at Chicago and Kearny or North Bergen, N.J.

Auto-Train Corp., has bought 33 bi-level, half-dome passenger cars from the Union Pacific. This company carries both passengers and their automobiles on the same train between Lorton, Va., 15 miles south of Washington, D.C., and Sanford in central Florida. It will run two more trains over that road and is negotiating for an additional route.

Canadian National has built a new 16-mile freight branch aimed at developing industry on the outskirts of Scholastic, Quebec, a new international seaport. A CN official said that public money would be needed if a rapid-transit passenger line is to link this community with Montreal, 30 miles to the south.

Freight cars moving on the Chesapeake & Ohio/Baltimore & Ohio railroads' 11,000-mile system are going on "candid camera." These affilated roads are installing 19 electronic Automatic Car Identification (ACI) systems—newest technology in American railroading. The installation contract is the largest of its kind placed by an American railroad and was signed after two years of testing and engineering studies. It increases the roads' capacity to record the exact location of every freight car on their lines. ACI equipment uses high-speed scanners which photograph labels on the side of each freight car, trailer, and container, and instantly records data which is fed directly into C&O/B&O's information network. The scanners pick up data from cars in trains moving as fast as 80 miles per hour, even under adverse weather conditions.

A police helicopter patrol took off on June 6th to start a four-month experimental program being undertaken by the Reading and Penn Central in cooperation with the Federal Railway Administration. Available on a 24-hour basis, it watches both passenger and freight operations in southeastern Pennsylvania and as far south as Wilmington, Dela., and is expected to cut down the vandalism somewhat.

During the weekend of June 24th-25th someone stole a rare San Pedro, Los Angeles & Salt Lake hand lantern from the Black Diamond Railroad Museum (P.O. Box 128, Ringoes, N.J. 08551). Having a bell bottom and the railroad's initials on its green glass globe, it was taken from an exhibit fastened to a car ceiling. The thief (or thieves) climbed up and cut the electrical connections which the lantern had to simulate kerosene lighting in its flicker-flame bulb.

Rail buffs should keep their eyes open for this antique in a store or a railfan's home. Curator Bob Hess and the museum's other trustees will give $50 for the arrest and conviction of the culprit (or culprits). We print such news very reluctantly—it might give ideas to other crooks. Besides, we have never yet heard of a case where the offer of a reward led to recovery of stolen railroadiana. ●

TRAIN-WATCHING locations are listed by Bob Kaplan, 13700 Arctic Ave., Rockville, Md. 20853:

Marion, Ohio: **6 to 10 trains per hour. At the station the C&O and N&W main lines (parallel, about 200 feet apart) cross the Erie Lackawanna main. PC runs on EL by trackage rights.**

Latonia, Ky., **on the L&N. The Louisville main takes off here just above De-Coursey.**

Chicago: **Roosevelt Rd. overpass crosses south track of Union Terminal as well as RI depot.**

Alexandria, Va., **station. Passenger trains grouped around noon and dinner. Freights at all hours SR, C&O, RF&P.**

Toronto, Canada, **Union Station, very heavy passenger traffic.**

Hagerstown, Md.: **2-87 No. 2 and FA's 301 and 302 operate out of yard. You need a pass to enter railroad property.**

Bingham Canyon. **Copper mine near Salt Lake City, Utah, operates steeple-cab electric switchers.**

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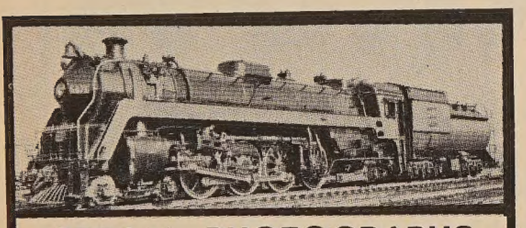
SOME years ago, while living in Colorado, I wrote a long and rather intimate account of my experiences as secretary to Santa Fe operating officials in the 1920's. I thought the Intermountain Chapter of NRHS might be willing to publish it. But at that time they were committed to a bookscript by a younger member, Hol Wagner, which they eventually published under the title of *The Colorado Road*. It seems they don't want to put out another book now. The members are largely men in their thirties or so, who cannot relate to personal experiences of the 1920's. It's just too long ago for them.

But men above that age report favorably on my manuscript. One says that after starting to read it he enjoyed the inside story of railroading in those days so much that he stayed up most of the night to finish it. I feel that I have something of permanent value to leave behind when I go to that last Railroad Terminal in the Sky. My problem is: how do I go about getting it published?—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206. ●

PERSONALITIES. Although California's Governor Reagan cut $253 million from his state budget, he permitted the town of San Clemente to finance a railroad relocation study with $100,000 of state funds. San Clemente can hire a consultant to study the cost and feasibility of moving the



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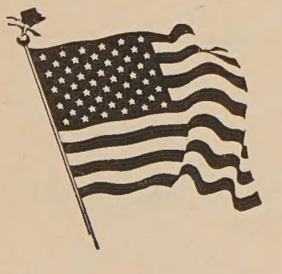

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Santa Fe's coastal tracks further inland, further away from President Nixon's "Western White House," reports Robert A. Swan, catalyst, Box 1866, Long Beach, Calif. 90801.

One of our *Interesting Railfans,* Everett L. DeGolyer, Jr., 4330 Bordeaux Ave., Dallas, Texas 75225, has been elected a director of the Railway & Locomotive Historical Society. He has been interested in railroads, ships, and commercial airplanes since the late 1920's, though he really didn't start seriously collecting and photographing until 1934. He has about 13,000 books and pamphlets on railroads, over 90,000 negatives, and 250,000 prints.

"Like most fans," he writes, "I couldn't see beyond the locomotive at first; but in the mid-1950's I began showing a lively interest in railroad cars, stations, and structures."

Another *Interesting Railfan,* H. Reid, author and photographer, who is doing a Norfolk & Western book, and his wife have a warmhearted interest in birds and beasts. They miss their delightful pet duck which died recently at the surprising age of 17½ years. Their address is Box 5444, Parkview Station, Newport News, Va. 23605. We think they'd like a photo which was sent to us by Al Kleinsmith of Cleveland, showing a duck that built a nest and laid her eggs in a Helsinki, Finland, railroad yard. There being no grass in the area, she made the nest out of her own feathers.

Frank Malone, former Washington editor of *Railway Age*, has joined Illinois Central's corporate relations staff as press representative.

My father was vice president of the old Bamberger Electric and I filled just about all the jobs on that railway from office boy to hostler, ticket seller, etc. Later I was with Westinghouse on the Virginian electrification as an instructor in electric locomotive operation for steam engineers. I began reading *Railroad Magazine* in 1918, at age 12. —James J. Bean, P.O. Box 413, Miami, Ariz. 85539.

I am a Burlington Northern locomotive engineer. After reading each issue of your magazine I leave it in the engineers' register room for others to read. When did you publish the BN roster? I intended to keep that issue, but mistakenly gave it away. Can I buy another copy?—Robert J. Crosby, 216 W. 37th St., Vancouver, Wash. 98660. (*Ed. note*: Yes; September, 1971.)

I never throw away a copy of *Railroad*, but read and re-read many of them. Have just re-read that personal documentary, "Interesting Railfan No. 100: Freeman Hubbard," in April '72 issue. By so doing I feel that I know the editor even better. He has done a magnificent job of editing the magazine.—The Rt. Rev. Herbert Spaugh, D.D., Bishop of Moravian Church, Charlotte, N.C. 28211.

Some readers have shown an interest in obtaining a Victor record album, "The Railroad in Folksong," which includes Harry K. McClintock's recording of "Jerry, Go Ile That Car," Vernon Dalhart's "Wreck of the Old 97," "Red and Green Signal Lights," "Little Red Caboose Behind the Train," and 12 others. I have a few copies of that album left and will sell them at $4.75 each, postpaid in U.S. only.—J. T. Flaherty, 65 Walter Ave., West Hartford, Conn. 06119. ●

OVERSEAS. An express train was halted for 30 minutes near Iyamachi, Japan, recently when a swarm of ants crawled into a signal light and chewed their way through wiring, thus breaking the electrical circuit.

Two passenger trains traveling at 60 mph smashed into a pile of fallen concrete from the ceiling of a partially collapsed railroad tunnel near Soissons, France, on the night of June 17th, killing more than 60 passengers and injuring many others. One woman was freed after being jammed in the wreckage for 26 hours.

If British children do not get acquainted with train travel, it is not the railways' fault: 500 miles for the equivalent of $2 is good going. That was the rate for the Merrymaker trip from London to Barmouth. Mum and Dad and a couple of kids for $13. Hosts and hostesses travelled on the train, handing out free carrier bags (to bring souvenirs home in), free literature about West Wales; a photographic firm even offered a free film for the camera. Such trips run every week.

Changing the subject, the Rev. Leonard Barnett of a London church had a 10 a.m. preaching engagement at a college in Bath, 100 miles from home. On the highway his automobile stalled. A kindly passer-by gave him a lift to Reading. There the clergyman found that a train which would have got him to a telephone, but vandals had wrecked it. In desperation he hammered on the door of the station inspector and blurted out his troubles. That impulse soon brought about a solution of his problem.

"Don't worry," said the inspector, pointing to his badge, *Worker of the*

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Church of England. "I will telephone my colleague at Bath and he will call the college." And so he did. Service with a smile? With enthusiasm! Anyhow, Mr. Barnett reached the college four minutes before service time.—Joseph Fox, 4 Heathfield, Holden Ave., London, N. 12, SHY, England.

On the Southern Region, where I work, I know of several women employed in men's jobs. We have two female ticket collectors at Waterloo Station, three women porters at Vauxhall (the next station), and a woman porter on the Hounslow loop line. Incidentally, British Rail uses police dogs for the same reasons they are used in America.—Raymond E. Ruffell, BR guard (conductor), 2 Victoria Villas, Little Sandhurst, near Camberley, Surrey, England.

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JOHN SZWAJKART
P.O. Box 163 · Brookfield, Ill. 60513

Your *Mail Car* item about the last of British Rail's *Brighton Belle* (Aug. issue), while interesting, was not entirely correct. The train, being an electric multiple unit since about 1936, had no locomotive. It was the world's only electric m.u. all-Pullman train. While it had only five cars in slack periods, it ran more often with two 5-car BEL units, sometimes three.—Marshall I. Nevin, M.D., 2923 Atlantic Ave., Brooklyn, N.Y. 11207. ●

STEAM POWER. Answering John Boles' question: the Virginian's one and only triplex (Baldwin, 1916) was dismantled in 1920. The most redeeming thing about the XA (experimental first in series) was that in 1921 Baldwin rebuilt the monster into two locomotives, AF 2-8-8-0 No. 610 and MD No. 410, a 2-8-2. The AF was essentially the XA with the tender unit removed and a suitable tender installed. Some major cylinder rework was done, so the 2-8-8-0 became a true Mallet—i.e., the rear cylinders supplying expanded steam into much larger front cylinders, etc. No. 410 required a boiler as a major part of her rejuvenation.

The short life of a triplex tells something of her shortcomings. While she was briefly at Victoria, Va., en route to the coal fields, we thought the gargantuan 700 had been built to tow our whole town along, railroad shops and all. She was impressive in a monstrous sort of way.

I consider the Pacific as the steam type with the most natural traits for showing well in a locomotive beauty contest. Any bad-looking Pacific proved that somebody just wasn't trying. British Rail's Dutchess class Pacifics in deep maroon and satin black are magnificent, the handsomest engines I've seen anywhere.—Art Stewart, 4487 Hillsborough Dr., Castro Valley, Calif. 94546.

Bert Pennypacker's letter on the Philadelphia & Reading inspection engine No. 101½ (July issue) was amusing, but incorrect. The *Transit*, which was assigned the number 102 in 1900, retained this number until she was retired in November, 1905. The Baldwin loco built in 1900 was originally No. 100 but was renumbered 102 in December, 1912, so that the more distinctive figure, 100, could be assigned to Reading's newest (and last) inspection engine, a 4-4-2, built in June, 1913. Hence, there was no need to give the number 101½ to any engine on the roster, either officially or unofficially, as No. 102 was not duplicated.—Robert W. Brendell, 40 W. Wayne St., Waynesburg, Pa. 15370.

(*Reply*) While Mr. Brendel is partly correct, it is an undisputable fact that P&R did have a steam motor car 101½. Perhaps the missing link here is pinning it down to just which inspection engine she was. I have a Xerox copy of the original general order issued in 1902 which clearly announced the appearance of motor car 101½. P&R's only motor cars at that time were the little 2-2-2 inspection engines, or steam motor cars. I challenge anyone to come up with a better solution than mine of the identity of the 101½.—Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124.

My favorite engine was a brute of a 4-6-2, either MP or Santa Fe, that pulled passenger cars out of Denver around 1923, and was kept so clean that she all but gleamed. The rims of her driving wheels and trucks were painted white, which added to her good looks.—Frank Freeman, 2957 Firth St., Denver, Colo. 80211.

Although I have seen only her picture, I favored the Santa Fe's 3460. Her streamlining was neat and her tender was neither too short nor too long, the whole setup being well proportioned.—Jesse Linebarger, Box 61, Tonopah, Nev. 69049.

An article on good-looking steamers without a photo of a Clinchfield PS-4 is like a seven-course meal without dessert.—Al Langley, North Augusta, S.C.

My choice for beauty is the 2-8-4 Berkshire. I collect plastic model steam locos and HO and N gage Berkshires. I don't collect brass models because they cost too much, although I do own two of them, a Pennsy K-4 and a Pennsy 0-6-0.—Carl Hopkins (no address). ●

RAILFANS. The limited vision of a great many so-called railfans still amazes me. I fail to understand how a fellow can go crazy over something lettered "Penn Central," for example, and not even give a second look at another road's equipment. The interest of too many fans stops at their own state or city line! Why should anyone object to your publishing photos and data on overseas roads? I subscribe to several European rail magazines and own rail books from many countries, which I read and enjoy.—Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515.

Vandalism and pilferage by a minority of railfans have bothered us for

years. So has the problem of injury and liability exposure. The latter point has caused our insurance carriers to "crack down," so to speak. Because our operation is a small one, we have no alternative but to close and post the property to all except employes of our own road and the Boston & Maine.

In our early history we were closely tied to Steamtown and, in fact, this was the first location of the Steamtown museum in the Bellows Falls area. Some people still think this is Steamtown or an annex of it, and naturally appear on the property under that impression. We just can't afford the time to escort occasional visitors around the yards, but will do so if a group of 15 or more will make pre-arrangement.—R. W. Adams, president, Green Mountain RR., Chester Depot, Vt. 05144. ●

PRINEVILLE, a prosperous town of 4,380 people in central Oregon, has wide paved streets, a public swimming pool and well-manicured park, a balanced budget, and virtually no city property tax. Life is pleasant there because a freight line, the City of Prineville Railway, has earned a profit every year since 1945 and has given the city treasury a total of $2 million. Last year the road had $687,000 income, $255,000 profit.

"This year we will do even better," boasts M. F. Nikolaus, manager. "We'll gross $750,000, maybe $800,000."

The city's railroad is so remunerative that no property tax is needed to balance the budget. However, a nominal tax is imposed on the theory that property owners should provide some support for local government. Prineville got into the transportation business in the World War I era. The Oregon Trunk Railroad had bypassed Prineville, so the indignant citizens built a rail line of their own to Redmond to connect with the Union Pacific and what is now the Burlington Northern, 19 miles of main line plus 7 miles of spur track.

"It was built for passengers and livestock," Nikolaus says, "but we don't handle livestock any more. Our only passengers nowadays ride an old UP chair car coupled behind a regular freight train about once a week, and these excursions are free. We haul some potatoes, but 94 percent of our business is lumber and wood chips."

The rolling stock consists of 3 diesel locomotives, 2 cabooses, and 4 gondola cars. UP and BN supply the boxcars. There are 24 employes: one 5-man crew, one 4-man crew, 3 diesel shopmen, 6 gandy dancers, and 6 persons in the office. Total payroll, $270,000 a year. The road's financial health depends upon the lumber business. Right now it is good. *Question*: why don't a few other American communities support themselves by operating their own short lines? ●

JACK M. HOLST, our *Interesting Railfan* for June '72, wrote a clever parody on this series some time ago, entitled "Interesting Busfans No. 0.02357, Clod G. Kenworth, by Freeload Cubbard," which is reprinted here from *The Trainmaster,* a mimeographed journal:

No kin to the famous manufacturer of trucks, Clod Kenworth developed his intense interest in buses after being trapped in the restroom of a transcontinental Trailways for sixteen days at the age of 19 years. He was born February 29th, 1950, in the waiting room at O'Hare Airport, where his mother had been grounded for some 10 months awaiting clear weather so her flight to Cicero could take off.

"As a baby," his mother recalls, "Clod was a holy terror, foul-tempered, and stubborn as H---."

Things haven't got any better since then, according to some of his best friends. When the author managed to locate both of his friends, their comments were, "Yeah!" Clod is a firm believer in the use of tobacco, and chews snoose constantly while smoking his usual carton of cigarettes and bale of pot each day. He thinks that those who don't smoke, drink to excess, and chase wild women are sissy. (The author finds he is in total agreement with this philosophy.)

Clod has the world's finest collection of bus builder's plates, which includes all the noted builders such as Mack, GM, Flexible, International, and Blue Bird, as well as many of the more obscure such as Edsel, Henry J., and the rare Subaro. He can easily recite the construction numbers of all the buses on any rapid transit system in North America, but his real talent is in the field of old retired school buses utilized by migrant farm workers. Clod knows the entire history of any bus ever built and can quote all modifications done to them, such as the change from inward to outward opening doors, modified dome lites, and changes in tire pressures.

His favorite photograph was taken back in 1956 with his Kodak "Autographic 127" of a pair of Macks hitting head-on in the Holland Tunnel; but unfortunately this, like his other photos, was underexposed and is unprintable. By profession, Clod is a publicity agent in the Southern Pacific passenger department, where he spends his hours promoting the use of passenger trains. Does his work create conflicts with his hobby of buses?

"Yes, frequently, but the SP doesn't mind if I throw a little business to the competition now and then," he says.

Our hero lacks just one inch of being five foot tall. He has beady pink eyes. His weight hasn't varied in the last six years, remaining steady at 285. Clod is married. In fact, he has two wives, one residing with her twelve children in Scappose, Oregon, and the other with her three children in Cougar, Washington. Clod alternates his time with his two wives, and can be reached in care of the state penitentiary, P.O. Box 169, McNeil Island, Washington. ●

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PHOTOGRAPHS OF THE MONTH

Buckeye insurance veep railfanette Nancy L. Richardson enjoys inspecting newly acquired cars on B&O tracks near Cleveland at Peninsula, Ohio. They were formerly C&NW's 510 and 7801, and C&O 2606, *City of Newport News*. The cars are being completely refurbished by the insurance company, which also owns two ex-Wabash private cars near Boston Heights.
Farm Publications, 319 E. Boston Mills Rd., Peninsula, Ohio 44264

BLAME IT ON AGNES

Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

(top) Wrath of tropic storm Agnes in eastern U.S. is shown on June 23, '72 at Conshohocken, Pa., as Reading two-car m.u. stands stranded in flood waters outside station. (bottom) Abandoned Baltimore & Ohio GP-30, one of two units heading empty westbound coal train, at Woodstock, Md., June 21, '72. Crew was rescued by helicopter after washouts ahead and behind when Patapsco River flood halted service. Handcar probably belongs to working gandy dancers.

Charles R. Kilbourne, 14038 Willoughby Rd., Upper Marlboro, Md. 20870

Baldwin-built French National's 141 R 1187 heading "farewell to steam" fan-trip special ready to leave Lyon-Perrache station for Grenoble on May 14, 1972. A sister Mike, No. 1190, has been donated to California's Pacific Southwest Railway Museum. France has no steam outside of tourist operations.

Jean-Michel Leclercq, Residence Bellevue de Plan 01220, Divonne-les-Bains, France

5-unit diesel Southern Pacific train swings around tortuous, rough, Tehachapi Loop on June 4, 1972. Railroading through the rugged Tehachapi Mts. hasn't changed much since the last of the 4-8-8-2 articulated Mallets, trailing long columns of smoke, thundered cautiously up and down the 2.5 percent grades. The locos punch through eleven tunnels.

Both photos by Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

It's hard to determine whether Nevada Northern No. 40 likes her nighttime company or not, in the East Ely, Nev., roundhouse in July '64. The Baldwin ten-wheeler had just been put to bed after a run to Currie. Her neighbors are Kansas City Connecting R.R. Alco units. Loco 40 had been used for several days, Ely to Currie, for state Centennial parties.

The open door of St. Marys R.R. SW1500 No. 503 seems inviting to railfanette Joan Hatch from Jacksonville, Fla. Cab is sometimes called an "airport control tower" because of its shape.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Tourist Roberta Sullivan of Ventura, Calif., touches up lettering on Rio Grande narrow-gage caboose owned by Rocky Mt. R.R. club on display at Colorado Railroad Museum. Caboose was built in 1882.
Thomas P. Lyons, P.O. Box 442, Golden, Colo. 80401

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Eastbound Virginian No. 213 pulls local out of Matoaka, W. Va., on a summer day in long ago August '53.

Air was clear and crisp in this December '46 scene as Illinois Central 1728 hauls work train at Christopher, Illinois.

Gerald Carson, 11945 Gay Glen Dr., Maryland Heights, Md. 63043

Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

It is hot in Carolina on an August day in 1969 as Norfolk Southern 1609, an AS-416 1600-hp Hood, pulls 24-car local across jointly operated double track of Seaboard Coast Line (Miami-Richmond mainline and Southern Railway's Greensboro-Goldsboro route) past Raleigh, N.C., tower. Red eye holds Southern train, in background, waiting to cross NS tracks.

Photograph by Arthur E. House, Binghamton, N.Y. (LA&L collection)

The morning ground fog has not quite lifted, and there's a slight drizzle in the crisp air as Livonia, Avon & Lakeville Consolidation No. 38 approaches the century old depot at Livonia, N.Y. The summer tourists have departed from this upstate New York rural area for the season, and only the photographer and an unidentified bystander were on hand to observe the scene. The date is October 22, 1970, but the picture could have been taken fifty years ago at any one of a thousand country stations, most of them long forgotten. An old Western Union sign hangs near the door that leads to the waiting room.

Brakeman V.T. Milliken of Honeoye Falls, N.Y., performs the time-honored ritual of hanging markers on the LA&L's only caboose, No. 2603, a former B&O waycar. Wooden hacks are rapidly disappearing.

Here's a sight that would have made the late Lucius Beebe happy—a shortline mixed train, still steam-operated in the '70's. As a common carrier, the LA&L handles carload freight. During summer months mixed trains run daily.

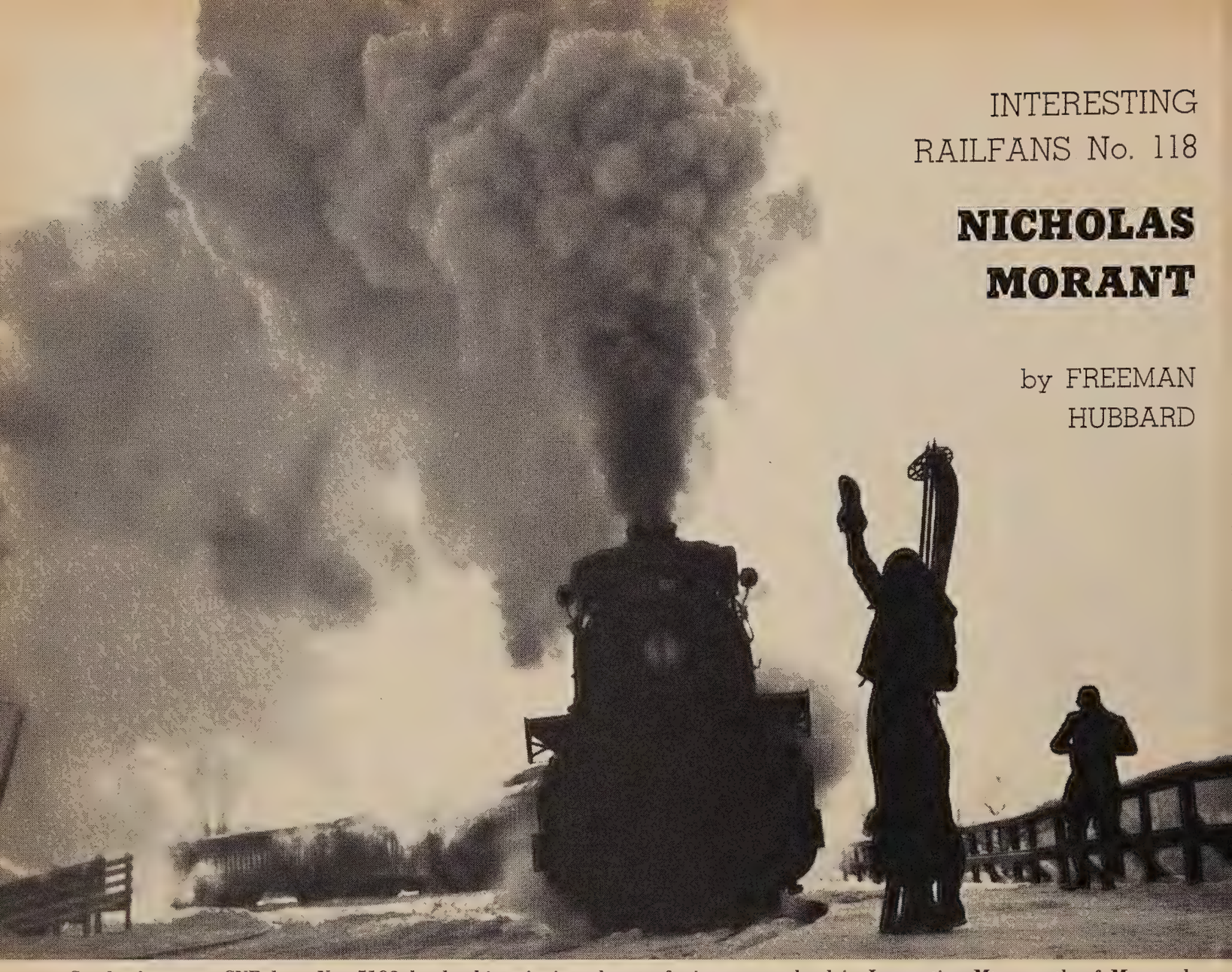
Miniskirted passenger and her escort look over the Baldwin 2-8-0 which rests at Livonia between trips on the 13-mile excursion line. Engine was built in 1927 for the now-abandoned Huntington & Broad Top Mt. road and had just returned from EL's Hornell, N.Y., shops. (Our front cover next month will be an autumn color shot of this engine.)

Above photos by Richard J. Allen (D&H brakeman), 14 Ethel St., Binghamton, N.Y.

INTERESTING RAILFANS No. 118

NICHOLAS MORANT

by FREEMAN HUBBARD



Smoke 'n snow. CNR loco No. 5193 hauls ski train into heart of winter sportsland in Laurentian Mts., north of Montreal.

Illustrated with Photographs by Nicholas Morant

ADVENTURE and Tragedy are twin sisters. Nicholas Morant, who created our front cover, has known both. He is a slight, mild man with gray hair, gray-blue eyes, and an irrepressible sense of humor, and a background checkered with names and events that made newspaper headlines.

His birth date, June 29, 1910, was the 46th anniversary of the worst rail disaster in his native Canada. A Grand Trunk Railway train plunged off a bridge at Beloeil, Quebec, with a reported death toll of 100 persons and twice that number injured. In 1897 his wife's grandfather was blown up and killed by the boiler explosion of Canadian Pacific engine 314 on the Big Hill at Field, B.C. A trainman who helped to recover the body from a tree was the father of Norris R. Crump, who retired a few weeks ago as chairman of the CP Board. In 1939 Nick himself was mauled by a grizzly bear so badly that he spent nine months in a hospital—but more about that later—and on another occasion he emerged unscathed from an encounter with a crazed dope addict.

Emigrating from England shortly after the Boer War, Nick's father-to-be settled in Kamloops, B.C., as a fruit farmer and married a sturdy, pleasant-faced, young woman who eventually survived him and is living today in Victoria, B.C. Our hero was born on the main line of the Canadian Pacific and the old Canadian Northern. He remembers seeing sternwheelers loaded with railway supplies churning the North Thompson River with pathways of white water in their wake.

His first pay was 25 cents a week received for watering his father's horses and stacking firewood in the kitchen. Later, he toiled for a forestry seedling plant during summer vacations in a room heated to 100 degrees, but as the temperature outside often hit the nineties, he didn't mind those few extra degrees.

For eight years he went to a private school in Victoria and there he began taking photos seriously. One winter day in 1926 when a blizzard blew down the school flagpole, he plowed through snowdrifts to get its picture. That school cost his parents a lot of pleasure for themselves, but Nick failed to graduate because he flunked in math. However, he did well in English and literature, and later became a professional writer in addition to his photographic career.

"I turned out reams of newspaper copy and wrote for several magazines," he admits ruefully, "but I hated it. Such work is killing."

It is, sometimes. Readers who think free-lance writing is easy because it's mostly a desk job, unlike digging ditch-

Nicholas Morant, surrounded by his battery of cameras close to his beloved Canadian Rockies' home at Banff. These cameras account for many pix masterpieces.

es, don't realize how much it can take out of a man. Intense mental effort is often required to collect and organize facts and then fight for the right words and most effective phrases, and much rewriting is involved. The night Nick prepared the information we needed for this article he stayed up until 1:30 a.m., after a full day's work and before going out on a CP assignment. He did it reluctantly, but had promised us, "I'll do my damnedest to come up with what you want, in time,"—and Nicholas Morant is a man of his word.

In his late teens he was a space-writer on the *Victoria Times*, covering his home territory around Kamloops, but soon lost his job by charging telegraph tolls for his coverage of a train wreck, which incidentally duplicated a story already handled more expertly by the Canadian Press news service.

At age 23 he became a news photographer and once-a-week columnist on the Winnipeg *Free Press*. Overwork broke down his health four years later. On a doctor's advice, he quit the newspaper. It occurred to him that the Canadian Pacific Railway might need an experienced camera man. They did, eventually, and Nick has been with them ever since. His official title is special photographer for CP Limited, the holding company for CP Rail, which also has such far-flung interests as over a million tons of freighters on the high seas, a great airline, hotels and other real estate, oil wells, and forestry.

Although we regard him as Canada's top rail photographer, Nick says: "The rail is only one of my problems. I have nothing to do with CP's photographic department except that it does all my finishing. My wife and I go all over Canada on assignments and often to foreign countries. I also get odd assignments. Very often I travel as liaison officer with TV units to see that they are given the cooperation they need from local rail officials where they are working. We sometimes take out special trains for this purpose. Frequently, too, I am assigned to aid visiting camera men and journalists from all over the world in obtaining what they want, and quickly. Right now, for example, I am about to accompany a photographer from a big American magazine."

"I have worked with Nick over 25 years on many assignments, some tough ones," says D. B. Wallace, general manager, CP public relations and advertising, "and he always comes up with first class material."

Another of Nick's associates in CP public relations, Omer Lavallée of Montreal, is delighted with the photographer's wit and propensity for "having fun by mail."

"Once," Omer tells us, "he picked up the remains of an aluminum kettle on CP Rail roadbed in the Rockies. A bulldozer had run over it and it was quite flat, though the handle was still attached. Nick tied on an address label and sent it by railway mail to our departmental accountant. On the back of the label he made the notation, 'Please have this repaired, and return'."

One day when the CP ran a special train solely for Nick's use in shooting pictures, a man who didn't know that boarded it by mistake at Calgary. For hours the train shuttled back and forth while Nick did his job. A scene on his schedule was to show people paddling a canoe, with his conductor as one of the models. The con changed from his blue uniform to a red shirt and hunter's cap. At that moment the uninvited passenger emerged from the train in fury.

Canadian Pacific 5146 highballs fast freight along Lake Superior shore.

"I got on at Calgary," he shouted, "but you've been backin' up all day and now the damned conductor is goin' fishin'!"

Besides "millions" of newspapers, magazines, books, and other literature, Nick's photos have adorned Canadian postage stamps, Canadian paper money ($10 and $100 bills), posters, chinaware, commercial ads, postcards, even dainty boxes of chocolates.

During World War II, after being rejected for active service in his country's Navy because of injuries by the grizzly bear we have mentioned, he was loaned by the CP to Canada's Wartime Information Board. On that long assignment he operated as a civilian with the Air Force, Army, Navy, and industry, finishing his tour of duty at the first United Nations conference in San Francisco, working on the ground floor of the Opera House there. With so many camera men on hand and so many delegates just sitting around, it was hard to get significant pix. But Nick has good ideas. He asked Anthony Eden, who later became British Prime Minister, to take any old document out of his pocket, gather a few other delegates around him, and examine it.

"First sensible suggestion we've had this morning," Eden reacted with a grin.

On another occasion, members of the red-coated Royal Canadian Mounted Police chased Nick through the corridors of Banff's most luxurious hotel while he was stalking Her Majesty, Queen Elizabeth of England, with a camera. Nick outfoxed the Mounties, being more familiar than they were with the hotel's labyrinthine corridors, where he had lived for 17 years, and he took the angle shot he wanted.

"I'm always going to have fun," he says. "Why make life too serious?"

He recalls a time when someone in the CP's head office at Montreal complained that the prints he'd been sending them were too small. Nick responded gleefully by making an enlargement eight feet long and mailing it to Montreal! That ended the complaints.

Often his way of answering the phone is hilarious. Even before he

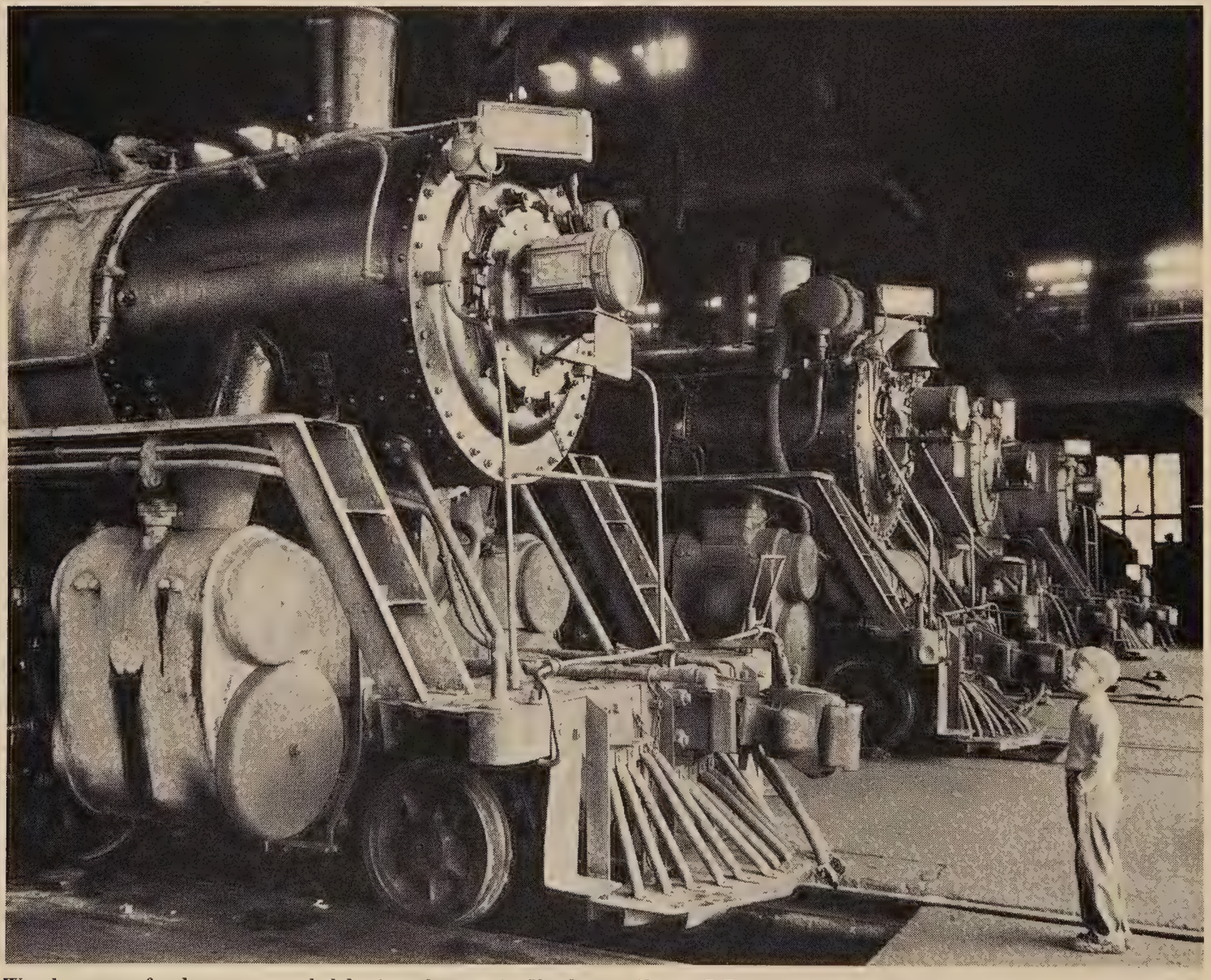
knows who is calling, he is likely to say, "Joe's Lunch!" or "Sorry, no girls are working today!" So if you ever hear some frivolous remark when you are trying to call Nick, don't hang up. One day during the war with Japan, when he was at a press conference in the office of Canada's Prime Minister King, a telephone rang. Someone said: "Answer that, Nick." Nick picked up the receiver and said: "Japanese embassy. You have plans for new battleship?"

Even in war's darkest days Nick kept his sense of humor. He would draw pen sketches of fire-breathing sea serpents and other weird monsters on the envelopes of his mail to personal friends. Suspecting that this might be an elaborate code to transmit war secrets to the enemy, a government agent sought an explanation. Nick reassured him.

Romance entered the photographer's life in 1933 when he met petite, dimpled Ivy Young while covering a three-alarm fire for the Winnipeg *Free Press*. Ivy was a brunette telephone operator who had joined the crowd to watch the excitement. They talked, and fell in love with each other, but due largely to the Depression, they did not marry until seven years afterward. They have no children. Ivy's nickname is "Willie." She is much interested in photography, antiques, embroidery, and interior decoration.

The two are an inseparable team. Working closely with her husband, Ivy has accompanied him on a great many assignments from the Arctic Circle to tropical Peru, often using a camera herself as well as being a "girl Friday." For the past 30 years, besides rail and other subjects, Nick has done all the advertising photography for the CP's hotel system across Canada. Some of these hotels have huge, magnificent interiors. Picturing The Royal York lobby, for example, calls for 47 flash bulbs! Also entailed in such jobs are professional models. Willie takes over the choice of models, looks after their welfare, and has them properly dressed and made up. The Morants have depicted scenes with 50 or more people in them, many being shot in public places at two a.m. Some CP hotels feature "costumed" period entertainment at Christmas. Willie checks on their historical attire. A jester was wearing conventional low shoes. She made him a new, beautiful pair that fitted his role as well as his feet.

During winters, Nick used to present CP shows which pointed up the relationship between music and pictures. His audiences ranged from 50 to 3,000, but he finally quit because of the strain



Wonderment of a boy, surrounded by iron horses, in Northern Alberta R.R. roundhouse. Locos are a joint CPR-CNR deal.

Freight train "brains" wave greetings.

Big Hill at Field, B.C., where Nick's grandfather-in-law helped to recover the body of a man killed in a locomotive explosion on this hill sometime in 1897.

in having to set up some 500 pounds of equipment, then tear it down and repack it for the next move. His problem was a small-scale version of the logistics of transporting a major circus from one city or town to another.

Like dramatic camera men everywhere, Nick often "frames" his shots. He might show a trackside signal or the overhanging boughs of an apple tree in the foreground of a train view, or perhaps a picturesque spoked wagon-wheel close to his Leica to evoke the calm, timeless beauty of rural life. Once, in order to make a mood shot of a lovely home in Victoria, he studied the locale with the air of a skilled gardener. Then, before clicking his shutter, he rented some plants and flowers from a local florist and temporarily placed them in a certain spot to create the precise effect he needed. This ace shutterbug has been known to have pockets bulging with clothes pins and battery clips so that if a female model's dress line were distorted he could pin it back the way he wanted it to look.

Michelangelo said: "Trifles make perfection and perfection is no trifle," which Nicholas Morant interprets to mean, "Perfection in details makes good pictures."

His technique is centralized subjectivity. That is, everything in the photo must be part of it and must be a definite contribution. No extraneous material. This calls for preparation. A Morant job is custom-tailored. So far as possible, he leaves nothing to be desired. His work is exacting. On numerous trips Nick and Willie shipped with them as many as 49 pieces of

Four-unit CPR freight doubling over itself at lower Spiral Tunnel, built in '08.

baggage, including a portable darkroom, with a combined weight close to a ton! The Morants generally use steady lights and reflectors which give better results than flashes. They have walked, ridden, skied, paddled, and flown on picture-taking quests—and they *do* like trains.

"Our claim to fame," Nick says, "is that we will take a stab at almost anything."

To them, "complete equipment" often meant six or seven cameras, lenses, cases of films and flash bulbs, enlarger, developing gear, batteries, floodlights, and anything else they wanted. That, of course, was before CP's photo department took over the finishing of Nick's pictures. Also included are sleeping bags, tent, clothes for any climate, and whatever else is needed for staying out on the road for up to six months at a time. Even such details as soap flakes for Willie to use in washing her husband's socks and shirts and her own undies—in the bathtub of a hotel, if any, and provided the tub isn't full of photographic equipment. On occasions Nick has waited patiently for days, even weeks, to get the right light conditions for a single exposure—but not when he has a deadline to meet.

Nicholas Morant is not a railroad buff, except in the broadest sense of the term. He does get a kick out of railroading. As a youth he yearned to become an electrical engineer. Electrical and mechanical things still fascinate him. At present, in spare time, he is slowly building a horizontal stationary steam engine. He personally set up in his home a burglar alarm system that has already foiled one attempt at housebreaking. Ever since 1932 he has been using the same typewriter and has made all repairs on it himself, except for installing a platen. He also plays the flute.

The Morants subscribe to four magazines: *The New Yorker*, *The National Observer*, *The Atlantic*, and *The Model Engineer*, and he gets free copies of *Railroad* from his office. As for personal habits: "I am a non-smoker," Nick tells us, "but I drink now and then on a social basis. No 'hard stuff,' simply because I don't care for its taste. I do practically nothing to keep physically fit outside of living in a forest and trying to eat only half as much as I would like to eat."

Spending much of his time close to nature, Nick realizes that "*Something* makes all this *go*," which is about the closest he comes to orthodox religion. He does not belong to any church, club, or other organization, not even a photographic society, and likens himself to Omar the tentmaker "coming in to listen to wise men discourse on this and that but ever leaving by the door by which I entered."

Like most of us, he thoroughly dislikes people who spoil the landscape in any way—with billboards, by dropping kleenexes, empty film boxes, etc., and including construction engineers who unnecessarily damage landscape just to

Unusual mixed steam train of White Pass & Yukon Route crosses 215-feet high Dead Horse Gulch Bridge in rugged Alaska.

Picture postcard winter wonderland scene in Canadian Rockies, near Lake Louise, shows CPR freight working on grade.

meet specifications on blueprints. "That fine big tree goes down—because it is at the 52-foot clearance line."

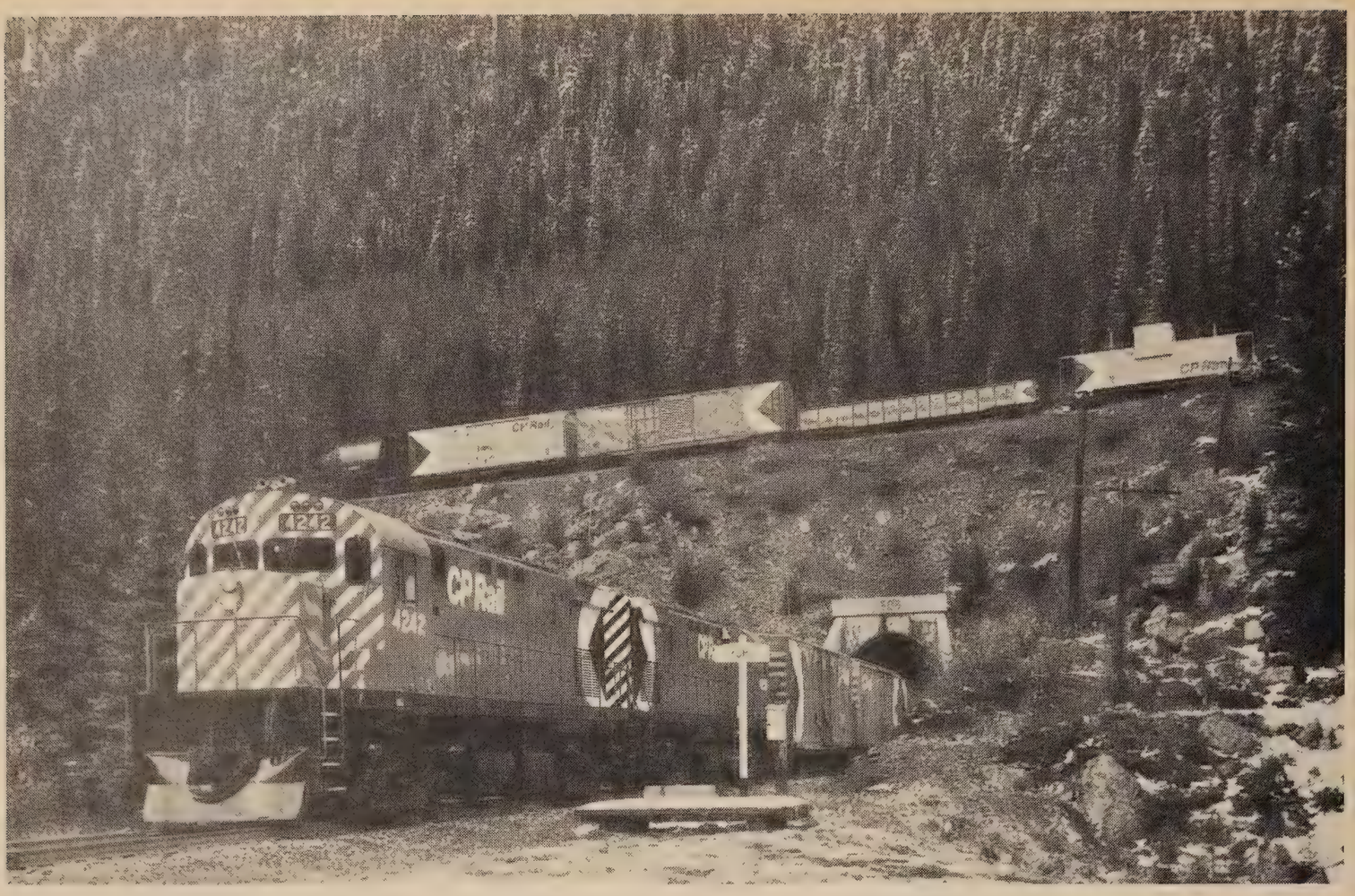
"I try to admire people for their achievements, regardless of how I feel about them as human beings," he states. "I know several photographers whose reputations exceed mine but with whom I'd never want to travel across the street. As for politicians, some of them may be honest, but if so, they never get very far."

Back in 1939 the Canadian Pacific was interested in building a bungalow camp for tourists and sportsmen in a Rocky Mountain valley near Sherbrooke Lake in the forest about eight miles from the little railway depot at Wapta, Alberta. Before making a final decision they sent Nick Morant and a Swiss guide, Christian Haesler, to inspect the area. As the two men in rough outdoor togs were climbing a trail on September 19th they saw a grizzly bear with a cub on a hillside. At first she ignored them, so they kept on walking. Hal Burton told the following story in *The Saturday Evening Post*:

"Suddenly," says Morant, "the bear came running through the underbrush. I climbed up one tree and Chris up another. Then she elongated herself under his tree until she seemed to be nine feet tall. Opening her mouth, she grabbed Chris by the ankle and pulled him down. He let out a terrible scream.

"I didn't know whether to go to his rescue, even though I had no gun with me, or stay in the tree and care for Chris when she went away. I decided to help him. I whacked the bear over the rump with a heavy branch. The next thing I knew, she was on top of me. She bit through my right leg and broke it. Then she tore at my arm, exposing the raw muscles. When she went back to Chris again, I was too weak to climb a tree, so I hid behind one.

"People talk of bears as if they were clowns in pants. Well, this one wasn't. She sniffed until she smelled my blood



This is nine-car "exhibition train" with which Nick travelled all the way across Canada. It takes better than 90 cars. to double over itself on the Lower Spiral Tunnel, so five cars of the train were left on upper level at Yoho, B.C.

and soon was on top of me again with a roar. I had only one good leg and one good arm, but I kicked her and punched her nose. She grabbed my other arm, shook me like a rag doll, and tossed me face down in a pile of rocks.

"Meanwhile, Haesler had got away and headed down the trail to Wapta to get help. As I lay on my face, the grizzly jumped on my shoulders and put her hot mouth over the back of my head. I felt my scalp tighten and snap, and I thought, *Here I go*! Then a miracle occurred. The cub let out a bark and the old lady left. Both started down the trail together.

"That posed a problem. I knew I couldn't stay on the trail or I'd run into them again. My only solution was to climb over a ridge as best I could into the Sherbrooke Lake valley."

And so, battered, bleeding, and half blind, with one leg and one arm useless, and his scalp torn, the photographer, minus his camera, dragged himself painfully inch by inch up a ridge of shale, across a snowfield where he rolled back half a dozen times, and to the crest of the hill. Below him, tantalizingly near, he could see a train chuffing up the tracks . . .

"Finally," Morant says, "I got down to the lake shore, fearing again that my end had come as a big black animal bounded toward me out of the woods. I thought it was a bear. It proved to be a Newfoundland dog, with a stretcher party behind him.,,

The stretcher-bearers carried the camera man four miles to Wapta station, where the Canadian Pacific had an engine and a flatcar ready to take him back to Banff. He was in the Banff hospital for nine months and underwent a series of operations, Today, Morant is in excellent health.

Despite this ordeal, Nick still has an almost passionate love of wildlife, even including bears. He despises anyone who would shoot a bear harmlessly prowling around a mountain shack. Nick and Willie have often set up housekeeping in CP cabooses on lone sidings in bear country. Sometimes during the night they are awakened by Bruin rocking their car, but after a comment or two they turn over and go back to sleep.

Their permanent home is located in a national park at Banff, Alberta.

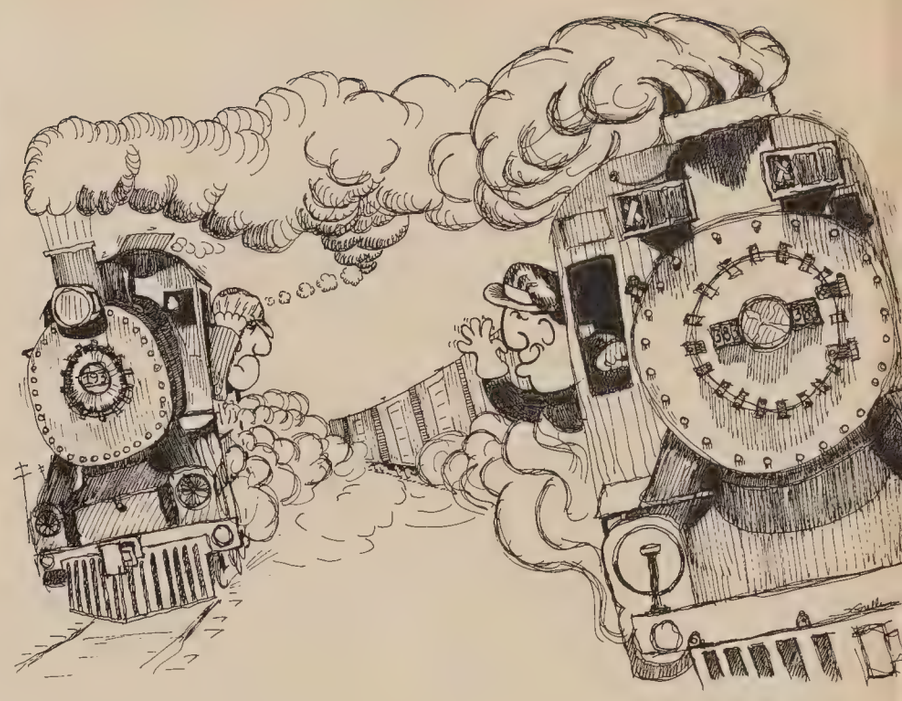
"Living as we do on the edge of a deep forest," Nick relates, "we have an endless stream of wildlife visitors. A friendly moose used to poke his big antlered head into our kitchen window regularly for 'eats.' Last winter I counted ten deer roaming around our house, and for years families of squirrels lived in our woodpile. Bears and coyotes have often visited our back yard. Once a grizzly passed by. Our tame crow likes to perch in a tree about 20 feet from my typewriter. Willie and I would never cage birds or beasts. We regard them as members of our family. In rearing their young, they do a better job than most human beings with children. There are no 'problem' deer nor 'whiskey-Jack' animals, no alcoholics nor dope fiends among them."

Nick is happy with his work. "I would not change my job, though I've had offers from Hollywood and big-circulation magazines. I prefer to stay here in Canada, because peace of mind is worth much more to me than additional money."

"A few years from now when I retire," he muses, "what I will miss most is going into railway terminal areas all across the country and greeting men I know or who know me. I shall always remember that dark, wet night when I got off a freight in the Moose Jaw yards and began walking through the rain toward the station, about half a mile away, where I could phone for a taxi to take me to the hotel. Up ahead in the darkness I saw a flashlight. Just for an instant. Then it was gone. Probably a policeman, I surmised. Sure enough, when I get close to him, he flashed the light in my face. 'Jezies, it's *you*, Nick!' he gulped. 'For a moment I thought I'd got myself a pinch.'" ●

Dramatic view of *The Canadian* on Stoney Creek Bridge, B.C. Another view of this bridge was on July '72 *Railroad* cover.

WIDE-OPEN THROTTLE



by A. W. SOMERVILLE

Illustrated by James C. Greller

JOHNNY WILKINS, the grizzled freight conductor, was incredulous. "You ain't never heard tell of High-Wheeler Mike Cassidy and Oil-Can Tommy Wilkins?" he demanded.

"Not yet," I admitted.

"Kid, they was runners!" said Johnny. "What I mean, they'd take the bridle and roll! They ate up bad track like you'd gobble hot beans! An' they hated each other. Ain't I ever told you this yarn?"

"Not yet," I repeated.

We were struggling east out of Townley on a four-track artery with tons of fresh food-stuffs for the hungry stomachs of the seaboard. Eggs, butter, green stuff, and grapes all rolling east to the seaboard. Oranges from the Pacific, melons from the Rio Grande, bananas from the tropics, meat from the western plains, and so on, carload after carload of perishable redball freight. From North and South and West these reefer cars came rolling into Townley, to be rammed to the cities of the East via the great steel highway through Lucas and Bottle Neck and Washburn.

"This was their stampin' ground," said Johnny, "from Townley east to Lucas an' Bottle Neck an' Washburn. Double track in those days as far's Bottle Neck, an' then single track. Just dirt ballast, paperweight rails, an' rotten, wormy ties. Lucas was a grade-crossing then with the Northern Central, the place where Oil-Can an' High-Wheeler fin'ly concluded their arguments an' their races.

"You don't hafta believe it, kid, but those two guys helped to put this railroad on the map. They showed the brass collars sumpin about freight. In fact, you might say they pretty near give 'em a brand-new idea about freight. The first redball cards ever printed come from Townley, an' the first freezers ever carded redball pulled outta here. Nobody believed that a full-tonnage freight train could be kept on a passenger-train schedule until Tom Wilkins an' Mike Cassidy opened up their eyes.

"They was runners, kid. Either of 'em coulda handled fifty cars of eggs on a sixty-mile schedule, an' never bust a one! There'd be lots a cold-storage plants starvin' to death today if there was more like 'em!"

The row between Wilkins and Cassidy began the first day they laid eyes on each other. Oil-Can came to the system from a dinky little logging outfit. High-Wheeler showed up from a standard-gage railroad, immediately following a difference of opinion with an enginehouse boss. They—Oil-Can and High-Wheeler—met in the master mechanic's office at Townley and both applied for jobs as engineers.

Cassidy was first to ask for a job, but Wilkins was shrewder and grabbed an application blank ahead of him and filled it out. The written record was given precedence over the verbal application; and from that day on, Oil-Can Tommy rated one job ahead of High-Wheeler Mike on the callboard. It galled the Irishman that a scissorbill from the backwoods, a man who had never handled engines other than woodburning teakettles should take precedence over a promoted hogger from a man-size railroad.

"You're a wise guy, ain't you?" sneered big Mike Cassidy as the two men left the office together. "Come an' shove your application under my nose when I'm askin' for a job! Whoja think you are, you dumb woodchopper?"

The reply was instantaneous.

"Listen, you!" replied the thick-chested Wilkins. "You quit your last outfit becuz they wouldn't give you seniority; but this outfit gives a man seniority an' you crab about it. Run along before I rub your nose in the dirt!"

"Whose nose?" inquired Cassidy.

"Your nose," advised Wilkins, and socked him on the snozzle.

Wilkins and Cassidy tangled violently and enthusiastically. They knotted. They clouted with vigor. Wilkins described a noble parabola complicated by a swan dive, having been on the receiving end of a roundhouse swing to the button. He lit in a cloud of dust, but rose as a golf ball bounces and met the charging enemy with a haymaker.

THE MASTER MECHANIC noted the disagreement from his window, brought a chair out on the office porch, seated himself comfortably, and proceeded to enjoy the break in the routine. The trainmaster also heard the racket, got another chair, and likewise proceeded to enjoy the break in the routine. The two officials spoke amiably to each other on that occasion for the first and last time in the annals of the railroad. The master mechanic bet on Cassidy; the trainmaster bet on the other guy.

Wilkins and Cassidy extended themselves to the utmost, yet neither could win a victory. The immovable object met the irresistible force so often that the audience grew dizzy. It soon became obvious that even a moral victory for either warrior would be impossible.

"We'd better put a stop to it," said the master mechanic, "as soon as they get tired enough to be handled. I got two engines waitin' on 'em!"

"I've had two trains waitin' all mornin' on you," the trainmaster said unpleasantly.

"You better start sortin' cars," retorted the m.m. "I'd hate to stop a good fight just to prove you're still a liar."

The two officials squabbled raucously until an involuntary truce fell between High-Wheeler and Oil-Can. Flesh and blood had been taxed beyond exhaustion. It was comparatively safe to declare an armistice, which the officials accomplished by sitting on Wilkins and Cassidy. The battered pair were informed regretfully that the railroad had to run. The trainmaster had some cars he wanted moved; the master mechanic had two engines ready for service.

Despite ocular evidence that both hogheads were in better shape for a hospital cot than for service on the road, down they went to the enginehouse. The nose of High-Wheeler Mike was not a feature but a pancake; his whole ensemble was indicative of a head-on collision. The ears of Oil-Can Tommy flapped when the wind blew; he had more bumps than a horned toad.

They finally got their engines, after defying everyone in the roundhouse. To each was assigned a pilot, for neither knew the road. There was also some doubt as to whether either could see the road. The trainmaster, by superhuman effort, delayed them only an hour while he made up the trains. They got their orders, or what were known as orders in those days.

Cassidy moved away first. He headed out on the south track, as his flimsies stated.

"We've got forty miles to go to Bottle Neck," the pilot informed the battered engineer. "You'll find the switch against you there."

"Yeah," said Cassidy, not much interested.

"If that man on the north track don't show by then," went on the guide, "we'll run around him. But if he's right on our tail, we'll have to let him go. The north track is the superior track."

"Why didn't they put us on the north track?" Mike asked.

"I dunno," was the answer, "unless that guy back there rates it. Was he hired before you?"

"We jes' talked that over," said Cassidy bitterly, between swollen lips.

THE IRISHMAN considered as they highballed along. He'd show this scissorbill, this splinter-pusher, this slob of a Wilkins! He crabbed at the fireman. Steam, announced Cassidy, was what he wanted.

"Put her on the peg, boy, and keep her on the peg! I like to hear her pop," said High-Wheeler, "and I like to watch her roll!"

The fireman bailed in the bituminous. Cassidy beat her out of steam, tried to knock the stack off. The tallowpot stuffed her full. Cassidy took the coal out of the firebox, through the flues and up the stack as you'd pour salt from a shaker.

The tallowpot leaned on his scoop. "Do you wanta break my back, you Irish tramp?" he beefed.

Cassidy leaned down from his throne and clouted the loose-mouthed party with a hand like a clamshell bucket.

"Shut yer yap," he recommended. "I want nothin' outta you but work!" Cassidy shoved his lop-sided, terrifying phiz up against the fireman's mug and bawled: "I'm a little tired right now, stoopid, or I'd unravel you!" He pushed the man back toward the middle of the cab deck. "Warm that scoop, boy!"

The tallowpot warmed the scoop vigorously. They went battering east over the dirt-ballasted track, throttle wide open, rolling from side to side giddily, pitching like a flipped nickel.

"You like to wheel 'em, don't you, brother?" contributed the pilot nervously.

"That's my name," said Mike Cassidy, "High-Wheeler."

The tallow bailed in the coal. Cassidy tried to knock the stack off. The pilot hung on as best he could.

"There's a crossing at Lucas!" finally shouted the guide. "You gotta approach under control, prepared to stop!"

To put the matter lightly—very lightly indeed—the pilot was sore. Damned hoghead didn't know the track, didn't know the road, didn't know a thing except to widen out and roll. If he didn't break the train in half on a sag, he'd probably leave the rail on a bad joint.

"You gotta cross Lucas under control! Ten miles an hour!"

"I'll watch for it," said Cassidy generously.

"You'll cross at ten miles an hour!" commanded the pilot.

"Zatso?" inquired Mike, regarding the pilot coldly from very close range, using his best eye.

"My friend," quoth Cassidy, "you're the pilot on this mill an' it's your job to tell me about the road. But don't start givin' me orders, becuz I don't like orders, an' I might—I don't say I would, ye understand—but I just might beat the hell out of you. Becuz you don't look wide enough across the seat to be givin' me orders! What I want outta you is advice!"

The pilot, with no hesitation, let it be known that he preferred giving advice to any other form of endeavor. Was it possible that Cassidy could have misunderstood him? Undoubtedly the engineer must be laboring under a delusion. Why, the pilot maintained, he'd no more think of giving orders to such a capable engineer than he would substitute soft coal for his favorite chewing tobacco. By now they were roaring down on Lucas Crossover, thirty miles out of Townley, with the engine

rattling and knocking her damned frame bolts loose.

"I advise," said the pilot carefully, "that you shut off and find out if your brakes will work."

"I'll take your advice," said High-Wheeler agreeably as he shut off and applied the straight air.

THEY RUMBLED over the crossing. High-Wheeler climbed on top the coal bunker and looked behind. Far to the rear he made out the engine of one Oil-Can Tommy, and there was evidence to the effect that the latter's fireman was doing very little resting.

"He's a good stretch back," Cassidy informed his adviser, and beamed, radiating good fellowship. "Now, as I understand this, if he don't show at Bottle Neck, we bend the rail and run around him."

"That's right," agreed the pilot. "The tower will either give you a highball or a stop signal. It's up to the towerman."

"If I get there in time to clear this guy behind," said the engineer, "I get the board, don't I?"

"Sure," said the pilot.

"Well, watch Mike leave that slob!"

Bound for Bottle Neck, wide open, with the fireman attaining perpetual motion, they bounced like a pair of dice, wobbling like a drunken bum, ripping off the miles. Yes, sir, Cassidy liked to wheel 'em.

They had a few miles left to go when the pilot screwed up sufficient courage to unclamp himself from a grab-iron and look behind. What he saw caused his eyes to bulge. Little more than a quarter-mile to the rear was the engine of Oil-Can Tommy, smoking like a forest fire, weaving like a wiggle worm, creeping up on them! The pilot cautiously advised the emperor of the situation. The emperor checked up personally. So did the fireman.

"That guy must like to wheel 'em, too!" the tallowpot remarked with a sweaty grin.

Cassidy boiled over. He raved. He took the spare scoop and did his best to empty the coal bunker. Wilkins couldn't pass Cassidy, and Cassidy couldn't run around Wilkins. Another draw.

High-Wheeler finally slapped on the air, with a red board looking him in the eye, while Oil-Can Tommy rocketed past at sixty miles an hour. And as he passed, Wilkins had the indelicacy to thumb his nose!

The feud between Oil-Can and High-Wheeler, instead of subsiding, grew with the years. Occasionally they had an opportunity to put on a dizzy race between Townley and Bottle Neck, and when this happened half the railroad bet on the outcome. Once in a great while Cassidy, handicapped though he was by having the inferior track, made Bottle Neck in time to get a clear board, swing onto the main line, and run around his enemy. Maybe you think the Cassidy cohorts didn't toss a celebration.

Once in a great while, also, Oil-Can would leave his rival tied to a post, would take the lead and hold it all the way to Bottle Neck, leaving the Irishman to waste good coal and further insult his overworked fireman. Maybe you think that on such occasions the Wilkins adherents didn't tear up lamp-posts and annoy the peace-loving taxpayers! Usually, however, the races ended a draw. Just a dizzy race, twin engines, equal tonnage; two freight trains roaring down the double track, side by side, begging for trouble.

CASSIDY kept a record of all his runs. Every time he crossed the division he would write down his time, his delays, and every incident of the trip. In self-defense Wilkins adopted the same scheme, for High-Wheeler was forever bragging of his performances and belittling the runs made by Oil-Can. Competition, so to speak, was razor-edged.

Thus, year after year, the records of these two runners accumulated. These two small black books—as much as any other single item—convinced the brass collars that freight could be handled day in and day out, year in and year out, on passenger-train schedules. Once this fact became known and acknowledged, shipments of perishables began to be sought rather than sidestepped.

Now while Wilkins and Cassidy were conducting their little frolics, the necessity for providing for the transportation of perishables was slowly seeping into the brains of the railroad brass collars. In these long-ago years, when the Civil War was still fresh in the minds of oldtimers, such items as fruits and vegetables from afar were luxuries. Lemons, for instance, came all the way from Italy, and only the wealthy could afford them. Oranges, few in number, came by express from Florida to such big cities as New York or Boston, and were worth their weight in gold. No perishable was ever shipped more than fifty or one hundred miles. The green stuff the cities consumed came from neighboring truck farms; local slaughterhouses furnished all meats for any given community.

Then came a time when strawberries were successfully transported by reefer cars. Coincident with the above, someone realized that if heat could be kept out in the summertime, a car could be kept warm in the winter. Thus, by means of insulated cars, potatoes were brought over mountains and plains in zero weather.

The railroads began to wake up. Not only could perishables be shipped but a great deal of money could be made from them. Obviously there were two elements to contend with—proper refrigeration and fast movement. Refrigeration was simply a matter of insulated, well-built cars and facilities for icing. The fast movement of tonnage trains was an operating problem. The city of Townley was the focus of a tremendous, fertile valley. This valley could produce a multitude of perishables—grapes, green stuff, dairy products—but there was no market. The cities of the East lay over the mountains.

"Look here," said the Traffic Department to the Operating Department, "suppose we make a stab at this perishable business. If it works out we can load the reefers east with grapes and green stuff and dairy products. We may have to haul a lot of empties back, but even at that the revenue on one carload of perishables is equal to two carloads of grain. Who knows, we might some day be making westbound shipments of fancy lemons, oranges, or even bananas!"

ONE day the trainmaster at Townley sought out Wilkins. "Tom," he said, "I'd like to borrow your little black book, the one you keep your records in."

"Yeah," said Oil-Can. "What for?"

The trainmaster explained. The brass collars had asked that Wilkins and Cassidy allow them to see the record of their runs for the past several years. There was talk of shipping grapes from Townley east. Wilkins handed over his book; later that day the other hoghead turned his in.

Two weeks later the trainmaster

again approached Wilkins. "Tom," he said, "we're gonna have a crack at this grape business. They're loading eight refrigerator cars now; you get four cars and your Irish side-kick gets four cars. Tonight."

"I been waitin' for this," chuckled Oil-Can Tommy.

Cassidy and Wilkins met just prior to leaving time. They had words.

"Keep outta my way, you scissorbill!" said High-Wheeler, using the common derogatory term for *student*.

"When they see me pass you," sneered Oil-Can, "they'll think you're backin' up."

They were standing beside one of the new reefers, and on the side of this car was a card bearing the legend, Redball Fruit Express.

"See that, Mister Woodchopper," said Cassidy, pointing. "The idee for that come outta my little book, see? I'm the guy who showed 'em. Don't you wish you had the guts to wheel 'em like me?"

Wilkins laughed in his face. "You shanty louse," he replied. "I'm the guy they got the dope from, not you! Say, I been waitin' years for this chance to show you up. You won't smell my smoke."

They started out together on the double, but some ten miles out Oil-Can pulled ahead, and from there all the way to Washburn, Cassidy never so much as glimpsed the markers on the caboose ahead. Oil-Can was a runner; he streaked across the division in four hours and forty minutes—twenty minutes less than the best time his rival had ever produced! High-Wheeler had trouble; he had to stop and set out a car with a bad brass. He made an astonishing run, however—two minutes more than a flat five hours.

Three nights later the two rivals faced east on the double track again with two tonnage trains, and eight cars behind each engine bore the Redball tag. They were three miles this side of Lucas with honors even, when a flue opened up on Oil-Can and he couldn't hold the pace. Cassidy ran around his enemy and burned up the rail all the way to Washburn. His time that night, according to the train sheet, was four hours and forty-one minutes. He explained to all who would listen that he would have clipped another thirty minutes off had he not stopped to give Wilkins a tow!

The runs made by these two men carved eight hours from the temporary schedule. A tonnage freight train on a passenger-train schedule! Delivery of perishables guaranteed in New York the second morning out of Townley! At length came that eventful night when two long drags, solid reefers, solid redball cars, pointed out of Townley yard toward the eastern mountains.

"Let 'em race," the brass collars passed the word down the line. "The shippers get a kick out of it. Let 'em race as far as Bottle Neck, and the first man to the distant signal gets the main line. Arrange with the Northern Central to clear Lucas crossover for us, and be sure he does."

THE TRAFFIC MEN sold the idea of the race to the brass collars. "Publicity," said the Traffic Department, "will put this perishable business over like a tent. Cash in on this chance! There isn't a taxpayer in Townley Valley who hasn't heard of Oil-Can Tommy and High-Wheeler Mike. Let the people of the big city in on this; let them know that the grapes, the tomatoes, the green stuff—every perishable out of Townley—was a stake in a great race."

So they did. Then, just before leaving time, Wilkins met Cassidy.

"I'm sick of your blab," said Oil-Can. "You've been shootin' off your mouth about me havin' the north track, an' you've talked once too many times! I'll swap tracks with you, an' I'll throw mud in your eye from here to Bottle Neck!"

"The hell you will," said High-Wheeler Mike.

"The hell I won't!"

They sought out the trainmaster.

"It makes no diff'rence to me," declared that worthy when informed of Wilkins' magnanimous offer. "You got about an hour. I don't care what you do."

So they swapped tracks. Oil-Can wanted the world to know just how matters stood.

"He can have the best track." Wilkins speaking, very loudly. "Whadda I care for track? I can beat that fathead with no track at all!"

"Aw, shut up!" bawled High-Wheeler from his cab.

Cassidy was invited to descend and make Wilkins shut up, and he descended with that intention.

"An' were you speakin' to me?" inquired Mike politely.

"I wasn't speakin' to you," corrected Tom, "I was beggin' you, my friend."

"Now listen, boys," spoke up the master mechanic indignantly. "There's been enough foolishness. Upstairs, both of you!"

"Scissorbill," said Mike, closing in slowly, ponderously, "ye never had nothin' to eat before you come here but pine cones. Ye never knew there was such things as grapes. I'll give ye a lesson in manners."

"You lousy mick!" said Tom, circling to find an opening. "I was eatin' grapes before I could walk. I wasn't born in no shanty."

They came together, mauling. The master mechanic narrowly missed being sandwiched; he bawled for succor like a lost calf. Help arrived in the person of the trainmaster and about half the population of Townley. It was a problem to separate Wilkins and Cassidy, but the two warriors were finally pried apart and subdued.

"Neither of you," said the master mechanic, caressing a cracked shin, "has the brains of a jackass! Get on the job or get off the railroad!"

Upstairs went Oil-Can Tommy, shouting pleasant little reminders to his playmate. Upstairs went High-Wheeler Mike, shouting very consistent answers. And three minutes later two whistles screamed, two stacks retched and two trains lunged eastward toward the barrier mountains.

They had equal tonnage, twin engines, and both men were ace runners. Cassidy had the better track, but Oil-Can didn't give a damn for rough track. The best way to get over a bad stretch, said Wilkins, was fast. Thus were the bumps ironed out.

THEY left Townley even. Five miles out in open country they were still neck and neck. Pilots even, gangways even, walking down the double, throttles wide open! Twin bolts of smoky lightning! A great race!

Each could see the other plainly in the glare from open fire doors; at times the cab roofs all but scraped as the engines rolled on the rotten track. Cassidy saw Oil-Can pull on the throttle to make sure the cylinders were swallowing every ounce of steam that could be crammed into them. He saw his enemy wrestle the reverse bar back a notch and step down to the deck to swing a scoop in unison with his fireman. Double shovel; let her pop, boy—let her pop! Let her roll, boy—let her roll! Come on, we'll show this slob!

Cassidy yanked on his throttle, set the reverse bar back with one hand, and joined his fireman. Double shovel; let her pop, boy—let her pop! Fill her belly and let her roll! Come on, boy, we'll show this scissorbill!

Thirty miles to Lucas Crossover—thirty long, rough miles. Thirty miles in thirty minutes by two battered, broken watches! Thirty minutes, thirty miles; they were on the crossing, rolling like two avalanches; they struck like two mammoth, uncontrolled projectiles!

The trainmaster might have prevented the accident. But he, like the two engine crews, had definite assurance from the Northern Central that the crossing would be clear. How was the trainmaster to guess that a Northern Central freight would pull a drawbar, break in two, and thus block the eastbound reefers?

Wilkins and Cassidy were on the decks of their respective engines, bailing in coal. Were they afraid of a fast crossing? Not this pair. Neither looked. Nor did the firemen. The trainmaster was five cars back, working his way forward on High-Wheeler's train, fighting a tornado. He saw the boxcars block the crossing and he tried to reach the cab in time. He failed.

The two engines struck at the same time, tremendously. Cassidy's mill clung to the rail, shredding a boxcar like kindling and breaking timbers. Wilkins' engine ripped through a car, rode up over a four-wheeled truck, slithered as though on skids, smashed into the side of the other engine, bounced crazily, and swapped end for end in mid-air. She was headed due west when she lit, and no less than nine freezers buried her. Cassidy's engine derailed when struck, but her drawbar broke and she rolled clear of the main pile-up. She stripped herself clean as a varnished pole, and her fountain and steam pipes broke in the cab.

The mess the reefers made is indescribable. They were everywhere. Out in open fields, rammed one within the other, smashed beyond recognition or repair. The crossover was ripped up by the roots; the two big pile-ups were at the crossover and at Wilkins' engine.

What few men there were for rescue work—mostly from the Northern Central—found Cassidy first. He was wandering around, dazed, his face wrecked, his clothing in ribbons. Cassidy's fireman had jumped as the engine derailed and, though badly hurt, was judged to be in luck. Cassidy had not joined the birds.

With crowbars and axes the little gang of men toiled to get Wilkins out. He was alive, somewhere beneath them. They cut and pried, finally got to him. The tank was on his lap; there was no human way to get him out alive without the aid of a wrecker. His fireman was lost under the barrel of the engine; they couldn't even get to him. Wilkins had only a few moments of life left, and knew it.

"Hello, Tom," said Mike Cassidy.

"Why, hello, Mike," said Tom Wilkins.

They stared at each other in the gloom.

"I guess I oughtta tell you," Oil-Can went on after a moment. "I don't blame you, Mike, for bein' sore about me gettin' hired." He stopped, summoned his waning strength. "It was a lousy trick. You should have rated me on the callboard."

"Don't feel that way about it, Tom," croaked Mike dismally. "I was a rotten loser, see. I knowed all along you really rated me."

Neither spoke for a moment.

"Say, Mike, we've been knowin' each other eight years. We ain't never shook hands yet."

High-Wheeler fumbled about and found the one free hand of his old enemy—a big, knotty hand. They shook.

"I'm sorry." Wilkins' voice was very faint. "'Twas a dirty Irish trick I played you, Mike."

"Hey?" demanded Mike.

"A shanty-Irish trick," gasped Oil-Can, and cashed in his chips.

After making sure that Wilkins was gone, Cassidy laboriously climbed out of the wreckage. He was growing weaker; he found it all but impossible to breathe. He stumbled away from the pile-up, lay down in a clear space. The trainmaster found him.

"What's the matter, Mike?"

"They got my number." Cassidy spoke with difficulty.

"There'll be a relief train here in fifteen minutes," promised the official. "Stick it out."

"I swallered half the steam in the boiler," said High-Wheeler. "I got jammed up agin' the fountain. I'm cooked."

The trainmaster knew what live steam does to a man's lungs. "Anything I can do for you?"

"Naw," said High-Wheeler Mike. "Dammit, I never could get ahead of that scissorbill Wilkins. Jes' now he had the gall to up an' die first!"

JOHNNY WILKINS, after telling me the story, lit a match very deliberately and puffed on his pipe.

"I never could get very sentimental over them two roughnecks gettin' bumped off, kid," he finally said. "The railroads in them days, you see, was man-killers. If you didn't want to take chances, you had no right bein' in the railroad game."

We ripped past the tall tower at Bottle Neck, an eastbound avalanche of food. Through the open door at the end of the swaying caboose shone the dazzling, blue-white eye of a locomotive. Slowly she overhauled us, came alongside on the parallel track. Her rods were blurred, her crosshead a streak of reflected light. Up she came, an inch at a time. I felt my scalp tingle with the excitement. She was a sight to see.

"What?" I shouted to the old skipper, pointing out the reefers.

"Oranges," came from Johnny. "Oranges and melons."

We stood in the side door of the caboose, a few feet below the level of her cab deck. The roar of her passage was like a bombardment. The engineer was grinning, the fireman was standing in the gangway, watching us. We could have shaken hands by leaning out and stretching.

"Howdy, Mike!" shouted Johnny.

"Howdy, John!" I could read the engineer's lips.

Inch by inch the high-wheeled engine forged past us, then the tank, then the cars tagged redball. A foot at a time, a car at a time. Johnny and I went back and sat on the locker.

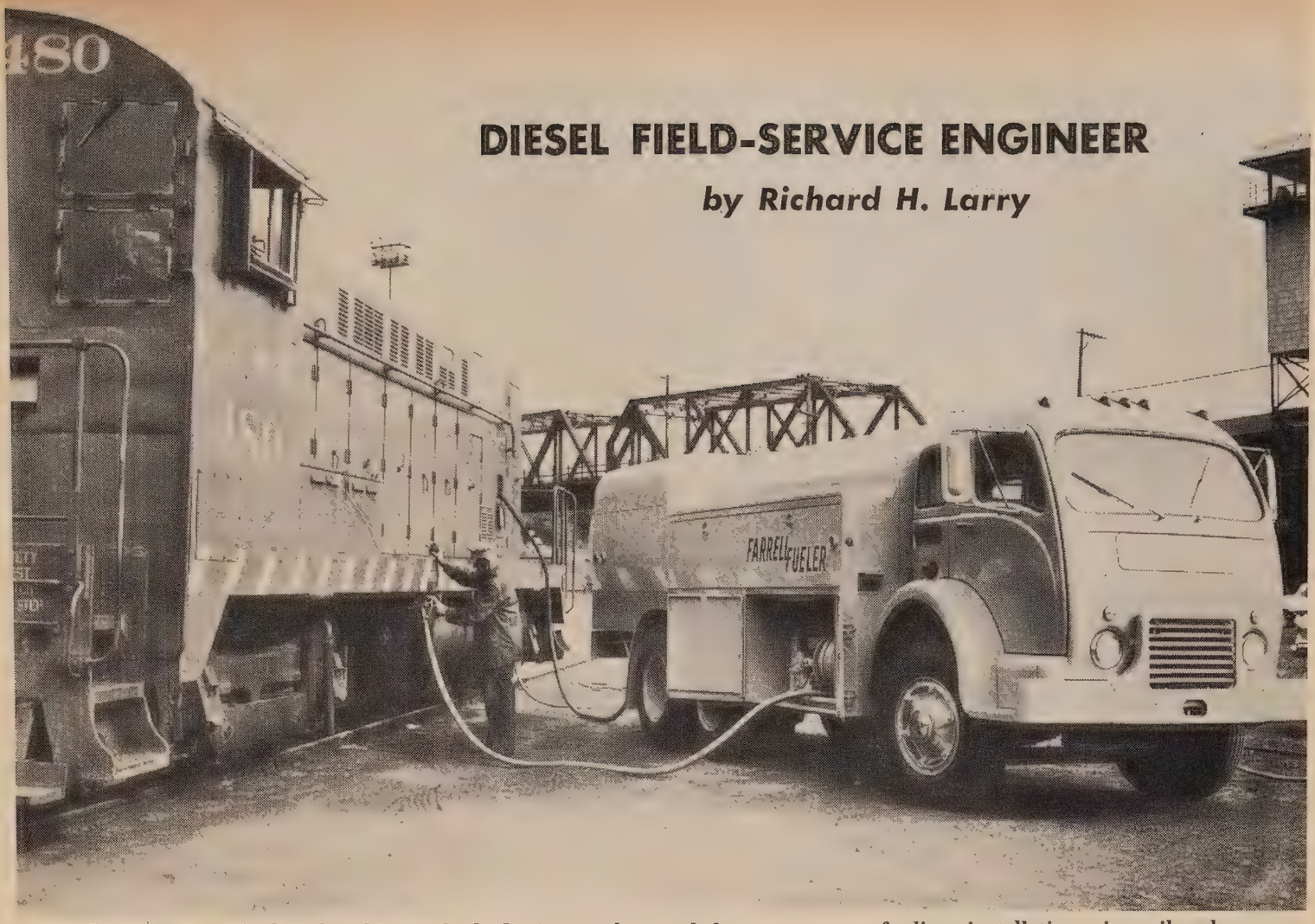
"He may pass us," said Johnny, "an' again, he may not. Tom Wilkins' boy is pullin' us. That was Mike Cassidy's son just went by. They're old men. Believe it or not," said Johnny flatly.

He smoked a while.

"Didja ever stop to think, kid," he went on, "that it cost sixteen million bucks to put these four tracks down? Sixteen million iron men. An' all the good it does is to save about thirty minutes' time on, f'rinstance, an orange from California. Sixteen million dollars, kid, to save thirty lousy minutes on an orange travelin' three thousand miles! You can give most of the credit for that to High-Wheeler Cassidy and Oil-Can Tommy."

DIESEL FIELD-SERVICE ENGINEER

by Richard H. Larry



Locomotive refueling by this method eliminates the need for permanent fueling installations in railyards.

EVEN BEFORE I went to work for Electro Motive Corgoration in 1936, I had acquired an extensive background in both diesel engines and electricity. I knew diesels, their parts, and what made them tick. Knew them intimately. Most of my experience with electricity had been on alternating current, but the transition to DC was not too difficult. Direct current was easier to control and had five times the strength of AC under the same conditions.

The EMC plant in La Grange, Illinois, had growing pains. The company was planning on a large-scale manufacture, sale, and operation of its products, namely, the introduction, selling, operation, and teaching to railroad personnel the newly developed, high-speed, diesel-electric locomotives. This power was to move lightweight passenger cars and maintain speeds just under 100 miles an hour on a timetable schedule.

Experienced men were needed to fill many types of jobs. Openings were available for design engineers and draftsmen, shopmen, assemblers, welders, and experts to finally test the units before delivery was made. Also field men for service assignments, which was where I fitted in.

I hired out as a field-service engineer with the assumption that as long as I kept my mouth shut and my ears open, no one would be the wiser. Later, I learned that I was not alone in this line of thought. While working, I constantly had to be on guard in making statements. For almost any conversation, even on a trivial subject, I had to weigh my words carefully to be sure I could back them up with concrete evidence.

Our new power brought out suggestions from the sales department such as: "One car of fuel oil could do the work of twelve cars of coal" and "The locomotive must stay on the train from Chicago to the coast and return. The only out-of service time should be at the terminating points." These items were tied in with subjects like doing away with all steam power, eliminating hostlers and associated work, and the possible discontinuance of roundhouses and their personnel.

So you see, knowledge of equipment operation was not the only requirement for my kind of job. We had to be diplomats. Our constant contact with engine-service personnel on the railroads kept us alert. Besides, we had some problems with our own men. In any group you are likely to find a "heel," or trouble-maker, who stoops to various subterfuges to please the boss. We called it "brown-nosing," the most direct way to win promotion, stepping on anyone who might be in your way. One of our boys, known as "Pete," got leadership assignments through these tactics. Today, many years later, I still get goose pimples thinking what a son of a bitch he was. I'll go into details a little later.

As members of the field service department, we were allowed to roam around the shops where locomotives were being built and to ask questions. For example, I learned from the final assembly department that the "A" unit had all the locomotive controls: air brakes, train control, air horns, fireman's seat, and so on. Behind the cab door was the engine compartment with two 12-cylinder V's, GM 201A. Connected to each engine was a DC main generator. On top of each main generator rested two more generators, coupled together and belt-driven from the main generator shaft.

One small generator was called the

Maze of wiring on 12x16′ board, more than 800 separate wires, represents the circuitry used to power 200-ton diesel locomotive. Wireman is John Stalmack. Photograph from GM-EMD

exciter, the other the battery-charging generator. An air compressor coupled to each diesel ran with the engine. A bank of batteries had a potential of 64 volts DC. There were two six-wheel trucks under the locomotive frame. Each one having two 500-hp DC motors connected mechanically, one to the lead pair of wheels, the other to the trailing pair. There was also a high-voltage cabinet and the engineer's throttle.

My basic need in those early days was to get on the sequence of operation. Why and when did things happen? What made the wheels go around? What was the purpose of the wheel-slip relay and how did the deadman pedal act as a watchdog over operational functions? How was the heating boiler used and how did you start it?

To get the answers, I went to the test department, the so-called proving ground where the units were field-run before delivery. Tom Kelly had charge of this department and his boss was an engineer from the office. The latter was not approachable, so I singled out Kelly for answers. But Tom was not exactly eager to pass out information. If you asked him any question, except what day of the week it was, you could expect a choice of the following: "Why in hell do you want to know that?" or "It is none of your business," or "I'm too busy now," or "Get out of here; this locomotive has to be ready tonight!" This was rather discouraging for a field-service man expected to teach railroad personnel how to operate a high-speed locomotive of a given weight. But Kelly's policy on clamming up did not deter me.

The first two railroads to buy "A" type power were the Burlington and the Santa Fe. The diesels first used were the General Motors 201-A. Their engine worked satisfactorily. It developed the proper horsepower, but was not quite what the design engineers had in mind. The engine had too many gaskets, too many places for lubricating oil to leak out of. Unit injectors, placed in the center of each head, had only a small gasket which was the dividing line between contaminated lube oil and good oil. This gasket was a weak link, too risky to be left to talents of railroad machinists who had turned diesel experts through a few instructions.

The loco's control governor, driven on one bank of cylinders, like the overspeed governor set directly opposite, required the services of six men to remove it from the engine. A machinist and helper had to take out four half-inch nuts. An electrician and helper had to remove three No. 14 control wires. A pipe-fitter and helper had to open up two one-inch unions. I could have done the entire job alone in less than ten minutes, but union rules did not permit it.

The engineer's throttle had eight notches. With the design of the first units it was possible to move the throttle too fast, causing the wheels to slip and the lighting up of the relay indicating light. This is a basic pattern of electrical operations. Removing your foot from the deadman pedal actually breaks the electrical circuit between the battery (64 volts) and the field of the exciter. To reset, all controls must be pushed back to the off position, idling the engines. The small pneumatic switch can be reset while the train is in motion and all systems can go back to the position they were in when the pedal was raised.

The key to correct and safe operation of any diesel locomotive in main-line service is the proper amount of current flowing to the field of the exciter. This value, when I went into my job, was 5.7 amps. Tom Kelley had the responsibility of setting this and locking it into place. Heaven help the guy who makes a change in this setting!

Let me state what happened on the Burlington's super-speed run between Chicago and Denver in 16½ hours. The diesels making this run had a riding maintainer to help keep the equipment in good operation. Suddenly and for no apparent reason, the engines began losing pistons, which meant late arrivals, as well as needing replacements in Denver. This usually happened while going uphill, so to speak, or on the east-to-west run. No one had an answer. Even the riding maintainer didn't.

Then a trick common to all railroads was used. A man who knew the score dressed himself in overalls and was planted as a maintenance helper with the idea of finding out what was going on. At one place in the run, the regular riding maintenance man took a small jumper from his pocket and hooked it across the limiting resistor. This increased the flow from the battery to the field of the exciter, compounding as it went and loading the diesels far beyond their safe load factors. As a result, pistons were scored and burned. The locos had to be at the terminating point. When brought into the office and asked to explain why, he replied: "The train was not making the right time."

The flash boiler, one in each car and capable of generating 250 pounds of steam in less than three or four minutes, is simple to operate. You just turn it on and keep an eye on the water supply under the power car in which the boiler is being used. If the water runs low, start a boiler in another unit. Fuel and water were replaced every 500 or 600 miles. Today this schedule may be different.

The air compressors were directly connected to the diesels, ran when they did, and kept the air tanks charged for train brakes at all times. Once the air pressure reached 130 pounds, the suction valves unloaded the compressors until they were needed again. Until the electric brake came out on the 5400-hp freight diesels, I stayed away from air brakes, their component parts, and their operation. Here, the railroad personnel boasted years of experience and I had no intention of disputing what they said or did with air brakes.

Then came the 567 engine, around the year 1939 or 1940. With it the demonstrator appeared. No. 567 was the classification or nomenclature placed on the diesel engine of the company's own design. The diesel was built as simple as it could be made. Oil leaks due to excessive gaskets were cut to a minimum, while pistons, liners, heads, injectors, and bearings were easily accessible and replaceable.

The banks—this was a "V" engine—were directly across from each other and the connecting rods were held together by a notched claw secured by two capscrews. Engineers could design and build machinery eliminating many of the mechanical faults they found on the test stand. Still, the proof of the pudding was in actual service. During the years I served riding these trains, the running time between Chicago and Los Angeles was 39 hours and 45 minutes. This was the time of the *Super Chief* and *El Capitan*.

Spare parts were carried for emergency. Our crew that rode the *Super Chief* were fortunate. We had Pete along, in charge of the five or six men. It was only natural that salesmen and the service manager, H.B., loafed in the comfortable club car. Everyone seemed interested in the new engine and new locomotive. According to good engineering practices, until a product proves itself dependable, it has to be checked over fully after each turnaround.

The longest layover period on the turnaround was in Los Angeles. So the liaison man, Pete, after spending an easy 40 hours in the club car, eating sumptuous meals and bending his elbow with hard liquor, would come up to the power car in L.A. and shout: "You fellows stay with the locomotive. All the main bearings on two engines have to be removed, checked, replaced, and ready for train time. I'll take H.B. (the boss) to a hotel and be back later."

So, from Chicago to L.A. without sleep, devouring sandwiches from the club car, the serfs would spend an all-night session working on hot engines, and then go back to Chicago. We were just about dead on our feet. Whose "working" clothes were the cleanest on arrival in Chicago? Why, Pete's, of course! The 16-hour law, very important to railroad crews, did not cover EMC employees like myself.

Changes were made all through the new locomotives when the 567 engine came out. The engineer's throttle was notched and equipped with a lock so the handle had to be released at each notch. The eight notches ranged from idle position to full speed. They gave the diesels 75 more revolutions per minute. Stopping or hesitating at each notch made it more difficult for you to slip the driving motor or traction motor wheels. This eliminated much "overspeed" condition on the diesels. To explain briefly: if traction was lost by slipping wheels, the diesels could reach a higher rpm, so that the regular engine governor had to give way to the overspeed governor, stopping the engines completely. This meant restarting after having reset the overspeed governors.

On many a trip, aided by the traveling railroad machinist, I removed a piston, changed a liner, telegraphed ahead for water to refill the cooling system (each unit had its own), and put the unit back into service. If you had checked on train speed at the time you would have seen the speedometer read 80-90 mph, the train being carried along by the other three diesels.

To get this new equipment out and into railroad service, our sales department called for ingenuity. No railroad was about to invest a bundle of money in something with no comparison factor. Railroad purchasing agents and high-level finance men had been through the school of hard knocks involving financial risks, so they were not easy to sell. They wanted facts, figures, and comparable statistics. They were not impressed with promises or eye-catching, brightly painted, glamorous-looking hunks of metal on wheels. It simmered down to: "Show us and we'll listen. We want to know why these fancy-looking new locomotives can make the almighty dollar faster than steam engines which have served us well for years and for which we have statistics to prove."

So, the "demonstrator" was born. In fact, two demonstrators were used. One was the 600-hp switcher used for yard switching. The other was the 2000-hp "A" unit employed in passenger service. The 5400-hp freight unit at this date was not yet on any drawing board.

Stipulations going with these demonstrators were along these lines. EMC will furnish men to instruct engineers, firemen, and maintenance men at no charge to you. The railroad will provide men to operate and care for the unit under EMC supervision. The railroad had to pay for all fuel oil, lubricating oil, water, etc., or the actual expense of running the locomotive. The railroad could run the units anywhere, under any conditions, as many hours a day, and as many days of the week as it wished. The one important possible exception was to not overload the units, particularly the "A" units. The weights of the standard coaches then were 90 tons apiece, while each Pullman averaged 110 tons.

After all, what could the railroads lose? Here was a brand new locomotive handed them on a gratis basis. They did not even have to be responsible for it—that is what we were for, to see that, aside from instructions, the units were not abused. Such arrangements paid off. Once one or two of the major carriers started using demonstrators, others followed and orders poured in.

I followed units on the Chicago & North Western, the Union Pacific, the Southern Pacific, the Southern, the Seaboard Air Line, the Atlantic Coast Line, the Missouri Pacific, the Milwaukee, the Rock Island, the Great Northern, and the Burlington.

The coming of streamlined trains with their lightweight cars, hauled by high-powered diesel locomotives, posed many problems and gave a lot of people headaches. But the passengers on these fancy trains before the days of Amtrak knew practically nothing of the problems that diesel designers, builders and instructors had to put up with.

IN SEARCH OF STEAM

Mike Eagleson

SMOKY MOUNTAIN Pacific No. 110, at 55-tons, and believed to be the world's smallest standard-gage 4-6-2, has been saved. Long rusting away on a short piece of isolated, abandoned track at Shooks Gap, Tenn., she has been purchased for about $3,000 by Terry Bloom of Brookville, Ohio, was hauled on highway trailers to the Southern Railway for loading on a flatcar and sent to Ohio. The tender went all the way to Ohio by truck. Terry hopes to restore the old girl and run her someday. Two other former Smoky Mountain R.R. locos are displayed at the entrance to Goldrush Junction R.R., located on Highway 441 at Pigeon Forge, Tenn. So says David R. Stitt, 3808 Vicksburg Lane, Knoxville, Tenn. 37921.

No Boston & Maine steam around now, but old covered bridge at Contoocook, N.H., still stands. Mogul, in this beautiful painting, is heading to Warner, Newport, and Claremont Jct. Mast Yard bridge burned; not this one as said in July '72.

Archy F. McDonnell, Box 384, Concord, N.H. 03301

ROYAL HUDSON No. 2839, owned by the Royal Hudson Loco Co. Ltd. and leased to the Atlantic Central steam railroad of Bethlehem, Pa., is currently being overhauled for mainline excursions. I've just returned from working all day on the big 4-6-4, stripping her streamlined jacket off and removing her water-soaked asbestos lagging. Almost half her streamlined shroud is off. With another good working weekend I'll complete this job. When it is finished, the boiler will be ready to be inspected by the local ICC man and a hydrostatic test given the 1937 Montreal-built loco.

A pair of union links are urgently needed. Somehow, these important parts of her valve gear were lost since her removal from the Canadian Pacific active motive power books in April, '60. If anyone knows where we can locate a pair of these, please let me know. A pair of Union Links from a CPR 2300 or 2400 would fit. The location of these parts will greatly speed up this loco's return to mainline operation.

Restored Vulcan 2-4-4 oilburner *Rachel* eases across trestle of Opryland, USA, R.R. at Nashville, Tenn. The line is 3 ft. gage and runs 1½ miles. Engineer is Wilbur T. Golson of Baton Rouge, La., *Interesting Railfan* No. 13. Built in '20 *Rachel* saw service in Penna. and Ala. coal fields and a Ga. clay pit. A sister loco, *Beatrice* (Porter '10), is from Levert St. Martin Sugar Plantation, La.

Wilbur T. Golson, Madison Square Apt. K-12, East Webster St., Madison, Tenn. 37115

ON FRIDAY, June 9th, the Morristown & Erie in New Jersey was unable to start their Alco diesel road switcher for the day, so the crew appealed to the Morris County Central for help. The latter fired up their 0-6-0 No. 4039 and spent 11 hours drilling all sidings on the M&E. Even with heavy freight cars, the steam switcher did an excellent job. Thanks for this news from Jim Davies, 78 Warren Pl., Ridgewood, N.J. 07450.

VALLEY RAILROAD at Essex, Conn., announces that Sept. 23rd will be their first annual Railfan Day. Regular tourist trains plus specials will be powered by 2-6-2 No. 103 and 2-8-0 No. 97. A steam-powered mixed train will leave Essex at 10 a.m. with freight

cars, combine, coaches, and caboose. To entertain the ladies while you fellows are running around with your cameras, the 1 p.m. train will connect with river boat *Yankee Clipper* at Deep River for two hour cruise on the Connecticut River. Later train will return the girls to Essex. Ticket price of $4 entitles you to ride all day. Contact Fan Day Committee, Valley Railroad, Railroad Ave., Essex, Conn. 06426.

STEAM will soon be chugging on a circular track at Greenfield Village in Dearborn, Mich. The *Torch Lake*, an 1873 Fairlie-Mason 0-6-4T, will be operating with 4-4-0 No. 1 (Mason, 1868). These will be the two oldest active steamers in the country, according to Lyle Hughes, director of special services at Henry Ford Museum and Greenfield Village.

MRS. MARY E. CRAMER of Rockport, Me., has long wanted a small steam engine of the type that hauled lime from quarries many years ago. She finally located an 0-4-0T at Kovalcheck Salvage of Sykesville, Pa. The loco was trucked to Rockport, where Mrs. Cramer is starting a tourist railroad as a memorial to her late husband, Ambrose C. Cramer, who was working on this project at the time of his death in 1970.

HOCKING VALLEY SCENIC RY. is newly proposed line to operate on the Chesapeake & Ohio's 20-mile abandoned branch from Nelsonville to New Straitsville, Ohio. Some businessmen in Columbus who are financing the operation, plan to use 2-8-0 No. 33, built in 1916, and red coaches with open vestibules, now waiting on a siding in West Columbus, reports John W. Rife, 406 Scott Dr., Lancaster, Ohio 43130.

KOREAN NATIONAL RAILWAYS inaugurated steam passenger service May 14th. A post World War 2 vintage 2-8-2 leaves Seoul station on Sundays at 10:30 a.m. and takes two hours to circle the city in the mountains. On the first run, all eight cars were jammed with Koreans, not tourists. The fireman made so much smoke that you could hardly see the scenery. I'd like to get a picture of this loco from anyone going to Korea.

FORMER KOPPERS Coke 0-6-0 No. 353 was purchased by the Steam Thrasher Reunion, located near Rogue, Minn. This switcher was owned by the Minnesota Transportation Museum for several years and is now being rebuilt, I learn from Lloyd Olson, 602 Hennepin Ave., Minneapolis, Minn. 55403.

CANADIAN FOREST PRODUCTS 2-8-2 No. 113 was used on free shuttle excursions on June 3rd between Woss Camp and Woss Lake picnic grounds on the northern end of Vancouver Island, B.C. Who could send me a photo of her?

SOUTHWEST VIRGINIA R.R., a subsidiary of Johnny Cash-Carter Family Enterprises, may operate 30 miles of Southern Railway trackage between Bristol and Moccasin Gap, Va., plus occasional longer runs. H. W. Palmer is president of the new Appalachia, Va., based company. The road bought former Buffalo Creek & Gauley 2-8-0 No. 4 from Francis H.S. Ede, Jr., and may be buying more locos, reports L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

AFRICA'S Rhodesia Railways are now switching over to diesel power, have put 36 steam locomotives up for sale. The address is Bulawago, Rhodesia.

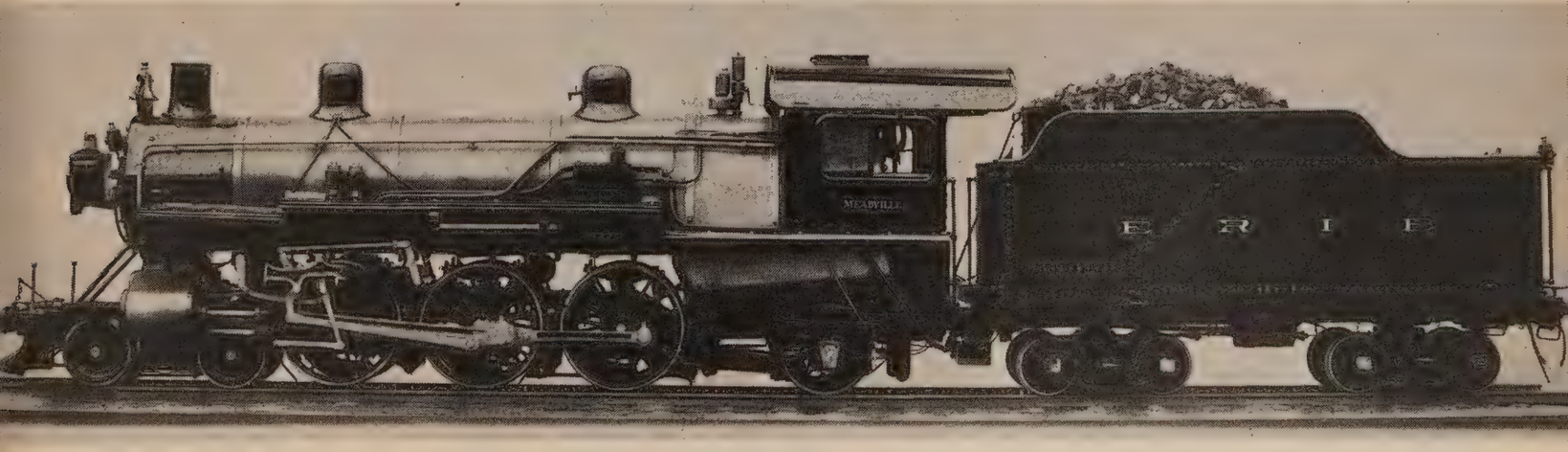
Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

East Broad Top loco 14 is framed by enginehouse door as she sits on the turntable in raging snowstorm forcing postponement of spectacular, Feb. '72.
R. Dunbar, 737 2nd Ave., Dunellen, N.J. 08812

UP Steam on Display

No.	Type	Location
4420,	0-6-0,	Evanston, Wyo.
4436,	0-6-0,	Ogden, Utah (Tabernacle)
4439,	0-6-0,	Los Angeles, Calif.
4442,	0-6-0,	Las Vegas Nev. (Fantasy Park)
407,	2-8-0,	Sidney, Nebr.
421,	2-8-0,	Fairbury, Nebr.
423,	2-8-0,	Gering, Nebr.
428,	2-8-0,	Ill Ry Museum (Union, Ill.)
437,	2-8-0,	Grand Island, Nebr.
440,	2-8-0,	Lincoln Nebr. (Fair Grounds)
460,	2-8-0,	Marysville, Kan.
477,	2-8-0,	Salina, Kan.
480,	2-8-0,	North Platte, Neb.
481,	2-8-0,	Kearney, Nebr.
485,	2-8-0,	Lexington, Nebr.
561,	2-8-0,	Columbus, Nebr.
6051,	2-8-0,	Riverside Calif. (Fairmount Pk.)
6072,	2-8-0,	Fort Riley, Kan.
6237,	2-8-0,	Hastings, Nebr.
6264,	2-8-0,	Salt Lake City (Utah Pioneers)
6533,	2-8-0,	Rawlins, Wyo.
6535,	2-8-0,	Laramie, Wyo.
2005,	2-8-2,	Pocatello, Idaho (Ross Park)
2295,	2-8-2,	Boise, Idaho
2537,	2-8-2,	Walla Walla, Wash.
2564,	2-8-2,	Mojave Foundation, Oro Grande, Calif.
1242,	4-6-0,	Cheyenne, Wyo.
3203,	4-6-2,	Portland, Ore.
3206,	4-6-2,	Spokane, Wash. (Highbridge Park)
9000,	4-12-2,	Pomona, Calif.
814,	4-8-4,	Council Bluffs, Iowa
3710,	4-6-6-4,	North Platte, Nebr.
4004,	4-8-8-4,	Cheyenne, Wyo.
4005,	4-8-8-4,	Denver, Colo.
4006,	4-8-8-4,	St. Louis, Mo. (Nat. Museum Trsprt)
4012,	4-8-8-6,	Steamtown, Riverside, Vt.
4014,	4-8-8-6,	Pomona Calif. (R&LHS)
4017,	4-8-8-6,	Green Bay, Wis.
4018,	4-8-8-6,	Dallas, Texas

From Heart of Dixie RR. Club



Model of Erie K-1 Pacific loco built by apprentices, Meadville, Penna. Anyone know what year this model was constructed? We suspect about 1905-'06. What was its final disposition and where is it now? Erie fans should be able to tell us.
Collection of Thomas T. Taber, 43 Hillcrest Road, Madison, N.J. 07940

PASSENGER TRAIN SURVEY

Reading's New York branch: West Trenton local crosses bridge over the Delaware River at Yardley, Pa., in January, 1970.
Ron Fahnestock, 207 S. 4th St., Lewisburg, Pa. 17837

DESPITE millions of dollars spent by the industry to promote the position that railroads are for freight rather than people, most Americans still think in terms of passenger service when they are asked about railroads.

That's the conclusion of a survey undertaken for the Association of American Railroads (which paid the millions for television, radio and print media advertising) by Independent Research Associates Inc., District of Columbia.

Not only do Americans think primarily about passenger service, the study says, but on balance they "think nostalgically and favorably toward railroads . . . nostalgia for Casey Jones or the iron horse," and most of their comments "are criticisms of the railroads because of out-dated equipment and shabby stations."

And, says the survey, most of the public blames poor management for the railroad industry's financial woes, although it "does not necessarily view the railroad owners as either inept or as robber barons."

MILITARY personnel can now buy furlough fare tickets from Amtrak roads at a 25 percent cut in price. You don't have to be in uniform when buying the ticket, provided you can show a valid ID card and your leave or special liberty papers.

PASSENGER-CAR fans should welcome the new book, *From Zephyr to Amtrak: A Guide to Lightweight Cars and Streamliners,* compiled by David Randall, paperbacked, with 225 pages, 8¼x11", copiously illustrated and indexed. Listed here are the consists of name-trains and other passenger trains, with the number, builder, and date built of each car. It was put out by Prototype Publications, P.O. Box 191, Park Forest, Ill. 60466; $9.50, postpaid.

TAXPAYERS who have already put $140 million in cash and loan guarantees into the National Railroad Passenger Corporation can expect to sweeten the pot by several billions of dollars, according to Federal Railroad Administrator John Ingram.

In testimony given before a House appropriations subcommittee last April but only recently made public, Ingram said the vast expenditures will be necessary if the Amtrak network of intercity passenger trains is to pay for itself.

While Ingram did not estimate the total cost to the Government, he did project expenditures of between $1 and $1.5 billion alone for equipment in the Northeast Corridor. He said that if the proper purchases are made, it will be possible within 10 years to travel by rail between Washington and New York in less than an hour.

SENATOR CHARLES MATHIAS, JR., (R-Md.) has sent us a copy of a survey which concluded that expanded commuter service on existing Washington-area railroad lines could reduce street congestion, parking problems, and air pollution by cutting 25,000 automobiles from the area's daily traffic flow. This survey was prepared by the non-profit Alliance for Rail Commuter Progress. It estimates that an expanded rail commuter system would have as many as 30,000 daily rush hour commuters—more than double the projection of the 1971 Englund survey commissioned by the U.S. Department of Transportation.

BECAUSE of severe flooding in Pennsylvania due to Agnes storm, Amtrak sent two crack fliers out of Grand

Central Terminal instead of Penn Station. The *National Limited* left for St. Louis at 5 p.m. and the *Broadway Limited* for Chicago at 6 p.m. Both trains traveled by way of Buffalo and Cleveland.

SIX Pennsylvania-Reading Seashore Lines trains carrying a combined year-around average of about 60 passengers a day to and from shore points and the Lindenwold terminal produce yearly losses of more than $100,000, or about $1,700 per passenger. At least, that's what a representative of J. Bruce Addington, P-RSL president, testified at a hearing of Commuter Operations on New Jersey's Department Transportation in support of the railroad's request to discontinue the trains. The trains involved are Monday-Friday and Saturday-only round trips between Atlantic City and Lindenwold, and a summer-season round trip between Lindenwold and Ocean City.

News of Canadian National

CANADIAN NATIONAL'S "dayniter" coach service, introduced July 1st on daily *Super Continental* trains operating between Montreal and Vancouver, offers long-distance passengers a new alternate mode of travel accommodation. Designed primarily for overnight as well as daytime travel, the dayniter cars provide greater comfort and convenience in an attractive setting.

"It's more than a standard coach, but it is not a sleeping car," says Alexander Olynyk, general manager, passenger sales and services for CN.

The cars are refurbished standard equipment. CN designers blended the latest trends in fabrics, colors, and lighting to produce a striking interior decor. There are fully carpeted floors, decorative fabric wall covers for added acoustic soundproofiing, window curtains and blinds, indirect ceiling and floor lighting, and reading lamps.

The cars' 52 individually reclining chair seats are equipped with padded leg rests and retractable meal trays. Meal, snack, and refreshment purchases and pillow rentals are available in the *Super Continental*'s cafe-lounge car.

Another innovation in the dayniter cars is the installation of chemical toilets, which prevent the scattering of sewage along the right-of-way. Passengers using dayniter service pay a premium of $4 between Montreal and Winnipeg, $2.00 between Winnipeg and Edmonton, and $2 between Edmonton and Vancouver.

Lovely Barbara Pickard of Ft. Myers seems awed by the gleaming cars of the northbound Seaboard Coast Line *Silver Star* at Clearwater, April 25, 1971. The train originated at St. Petersburg, 13 miles away, and was already running late.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

R.J. Hughes, 20 Woodland Park, Rochester, N.Y. 14610
One side, brother! Westbound Penn Central passenger train swings past stalled GP-35's of freight on picturesque Horseshoe Curve, Labor Day, 1971. The boys in the geeps are awaiting additional helper power from Altoona to climb big grade.

Canadian National also has put into effect an experimental plan whereby passengers can transport their automobiles on the same train on which they travel. It is an extension of CN's Car-Go-Rail service which carries autos in specially-designed cars on fast freight trains. The new plan, known as "Auto with You," introduced June 23rd, operates only on a through basis between Toronto and Edmonton. Its advantages are delivery of the auto to the railway on the day of your departure and its availability when you arrive at your destination. However, you must make advance reservations for this service. Automobiles are shipped in specially-equipped enclosed transporters. Capable of carrying six autos, each transporter features a paint scheme matching the *Super Continental.*

Canadian National's latest timetable shows another international train, aside from the one mentioned in your August department, reports David G. Kanzeg, Department of Speech and Theater Arts, State College at Buffalo, N.Y. He refers to train 28 from Thunder Bay to Winnipeg, with stops at Baudette, Williams, Roosevelt, and Warroad, all in Minnesota, on its way between Rainy River, Ontario, and Sprague, Manitoba.

Down by the Depot

THE OLD Washington Union Station may become a National Capital Visitors Center after all. Its main waiting room is lined dramatically with scores of matching statues that appear to be Viking spearmen. For years the idea of converting this edifice to non-rail use has been kicking around, only to bog down in 1970 after Penn Central went bankrupt. Now, the station—jointly owned by PC and B&O/C&O—can undergo conversion without PC's paying a dime. Financing will be done by two big New York banks. Chemical and Emigrant Savings will supply $16 million to Terminal Realty Baltimore Co., a B&O/C&O subsidiary, which in turn will issue notes for the sum. What remains to be done now is to get sanction of PC's bankruptcy court for the deal and signatures of all parties on the necessary papers.

ANOTHER unused depot, this one at Piper City, Illinois, has been offered to the city by the Toledo, Peoria & Western Railroad. Stories are told of how Caroline "Cad" Beach used to meet every train there and take reportorial notes on who was going or coming. Her father, Judge J. P. Beach, was editor of a newspaper, *The Pan-Handle Advocate.* Since Cad was a fancy dresser, the townspeople gathered to see not only who got on and off the trains but also what "get-up" she had on. That gal was responsible for a fair amount of excitement around the depot.

Many traveling salesmen came in by train and put up across the street at the old Jeffery House. Sometimes the "drummers," as they were called, would display their wares in the hotel lobby. If it hadn't been for the trains, life at Piper City would have been rather dull.

Nowadays, you rarely see quaint gingerbread-type depots, like this one built in 1876 at Strafford, Pa., on what is now a commuter mainline of Penn Central. Robert Storks, 1421 Arch St., Philadelphia, Pa. 19102

Readers Heard From

YOUR August article on Amtrak's fare cuts intimated that fares have been equalized all over the country. They haven't. Many of the fare cuts are mere window dressing. There are still almost unbelievable differences from one route to another. For example, the one-way roomette from New York to Pittsburgh (439 miles) costs $47.22, but only $27.75 from Chicago to Kansas City (449 miles). Coach fares also are a mess. One-way, New York to Baltimore (186 miles) is $10.75, while the trip from Seattle to Portland (186 miles) costs $4.95.—Henry R. Korman, 3050 Maryland St., #5, Longview, Wash. 98632.

ANTHONY HASWELL, Chairman of the National Association of Railroad Passengers, should have done more homework before releasing the statement published on page 33 of your August issue. He said: "Southern Pacific, Burlington Northern, Southern, and others are opposed to Amtrak for at least three reasons: They do not want Amtrak trains getting in the way of their profitable freight trains; they fear that in some way to some extent they will have to absorb part of the cost of Amtrak operations; and they fear that Amtrak is the first step toward nationalization of the railroad industry."

How Amtrak trains can be "getting in the way of" Southern Railway freight trains is a bit puzzling, since Southern opted not to join Amtrak when it was formed. In defense of Burlington Northern, I quote from comments about Amtrak made by BN Chairman L. W. Menk to BN shareholders: "We are dedicated to making this new service not only successful, but an attractive mode of transportation throughout our area of the United States." Does this sound like an organization "opposed to Amtrak"?—R. A. Currier, 714 S. 17th St., Corvallis, Ore. 97330.

Black smoke has always been anathema to motive power officials, because it indicates poor combustion in the firebox; but on rare occasions they permit it for the benefit of certain types of railfan photographers. One exception was Union Pacific's 8444 at Bitter Creek, Wyoming, on August 31, 1968. Even here, we think that billowing clouds of white smoke would have been more majestic.

Karl R. Zimmerman, 70 Valley Rd., Glen Rock, N.J. 07452

Sittin' 'n sunnin' deep in Dixie is Georgia R.R. No. 1041 (GM-EMD, GP-9, '54) at Hulsey yard, Atlanta on June 1, 1972.
All photographs by Col. James G. Bogle (USA, ret.) 1749 Dyson Drive, N.E., Atlanta, Ga. 30307

Georgia Short Lines

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Albany & Northern Railroad								
1	600	GE	70-ton	B-B	35,000	140,000	1946	25
70	600	GE	70-ton	B-B	35,000	140,000	1946	25
Albany Passenger Terminal (owns no locomotives)								
Atlanta & West Point Railroad								
551-552	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	1, 26
553-554	1500	GM-EMD	FP7A	B-B	61,000	257,000	1951	1
571	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	33
572	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	33
573-574	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
575	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
676-677	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1949	1
678	1200	BLHW	S-12	B-B	68,850	229,500	1951	1
726	3000	GM-EMD	GP40	B-B	?	?	1967	
727	3000	GM-EMD	GP40	B-B	?	?	1968	
728-729	3000	GM-EMD	GP40	B-B	?	?	1969	
730-732	3000	GM-EMD	GP40	B-B	?	?	1970	
Atlanta, Stone Mountain & Lithonia Railway								
1	600	GM-EMC	SW1	B-B	50,000	203,600	1939	2
6	400	Porter	65-ton	B-B	32,500	130,000	1942	27
Atlanta Terminal Company (owns no locomotives)								
Augusta and Summerville Railroad (owns no locomotives)								
Augusta Union Station Co. (*final roster*, owns no locomotives)								
Charleston & Western Carolina Railway (*final roster*)								
200-201	1500	GM-EMD	GP7	B-B	60,200	248,000	1950	3
202-210	1500	GM-EMD	GP7	B-B	58,000	236,000	1950	3
211-220	1500	GM-EMD	GP7	B-B	59,400	244,500	1951	3
800-801	1200	GM-EMD	SW7	B-B	60,900	246,900	1950	4
802-803	1200	GM-EMD	SW9	B-B	60,700	246,150	1952	4
900-905	1500	GM-EMD	F7A	B-B	56,000	229,800	1950	5
Chattahoochee Industrial Railroad								
38, 97	1000	Alco-GE	RS-1	B-B	72,000	240,000	1947	6
115	1000	Alco-GE	RS-1	B-B	72,000	240,000	1945	7
116	1000	Alco-GE	RS-1	B-B	72,000	240,000	1950	28
117	1000	Alco-GE	RS-1	B-B	72,000	240,000	1945	7
Chattahoochee Valley Railway								
85	900	Alco	HH 900	B-B	69,000	224,000	1937	8
100	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
101	1500	GM-EMD	SW1500	B-B	74,500	250,000	1966	8
743	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	29
Gainesville Midland Railroad								
10	3000	GM-EMD	SD40	C-C	82,100	359,590	1966	
Georgia & Florida Railway								
70-72	600	GM-EMD	SW1	B-B	49,500	298,000	1950	
73	600	GM-EMC	SW	B-B	51,500	206,000	1937	9
81	800	FM	—	A1A-2	?	?	1939	10
91	900	GM-EMC	NW1	B-B	?	?	1937	11
701-706	1500	GM-EMD	GP7	B-B	58,554	240,000	1950	12
801	1350	GM-EMD	FTA	B-B	61,380	250,000	1941	13
8231-8234	1500	GM-EMD	GP7	B-B	60,000	240,000	1950	12

Georgia Short Line Notes

Rosters are based on data from Southwest Ry. Equipment Corp.'s asst. to general mgr.; American Grain Corp.'s vice pres.; Precision National's locomotive division; CI's operating supt. and asst. treasurer; CV's pres. and gen. mgr.; SCL's asst. vice pres.-equip.; Ga. RR and A&WP's chief mechanical officer; Hartwell's general agent; L&W's president and gen. mgr.; St. Mary's agent; SSD's gen. supt., and Southern's asst. vice pres. They are accurate as of the first quarter, 1972.

For the purpose of our rosters, a short line is defined as a common carrier listed in the Official Guide or the Pocket List of Railroad Officials with a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div. GM-EMC, General Motors-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; Also, American Locomotive Co.; FM, Fairbanks Morse.

(1) A&WP 551-554, 676-678 are no longer on the roster.

(2) AM&L 1 was originally Central of Georgia 1, then ASM&L 1 (1/57).

(3) C&WC 200-220 were inherited by Atlantic Coast Line, renumbered 254-274; then Seaboard Coast Line 854-874.

(4) C&WC 800-803 inherited by ACL, renumbered 717-720; then SCL 199-202.

(5) C&WC 900-905 inherited by ACL, renumbered 424A-429A; then SCL 408-413; then sold to GE (1971).

(6) CI 38, 97 were originally Washington Terminal Co. 54, 52; then Great Southern Land & Paper 54, 52; then CI 38, 97 (1962).

(7) CI 115, 117 were originally Chicago & Eastern Illinois 115, 117; then CI 115, 177 (1965).

(8) CV 85 was orginally Birmingham Southern 85, then CV 85, then traded to GM-EMD for 101.

(9) G&F 73 was originally Elgin, Joliet & Eastern 207, then G&F 73 (4/55). Scrapped.

(10) G&F 81 was originally Southern 41, then G&F 81. It was a train consisting of a power car and two coaches. Scrapped.

(11) G&F 91 was originally EJ&E 400, then G&F 91 (4/55). Scrapped.

(12) G&F 705-706 were traded to GM-EMD (1/66). G&F 701-704 were renumbered G&F 8231-8234 (1971).

(13) G&F 801 was originally Cincinnati, New Orleans & Texas Pacific 6105; then G&F 801. It was traded to GM-EMD (10/64).

(14) GAS&C 15 was originally GN 71, then GAS&C 71, then CAB&C 15, then sold to GM-EMD (7/69).

(15) GAS&C 16 was originally Southern 4100, then GAS&C 4100, then GAS&C 16, then sold to GM-EMD (8/69).

(16) GN 2 was originally a train consisting of a power unit and two coaches. Train has been scrapped, but the power unit, although off the roster, is kept for preservation.

(17) GN 12 was originally GN 172, then GN 12, then sold to GM-EMD (10/69).

(18) GN 13 was originally GM-EMD 801, then GN 801, then GN 13.

(19) GN 14 was originally Southern 4105, then GN 4105, then GN 14, then sold to GM-EMD (11/69).

(20) Hartwell 1 was originally North Carolina Shipbuilding Co. 3000, then Hartwell 1. It was sold to Pan American Engineering Co.

(21) S&A 22 was originally Central of Georgia 22, then S&A 22. Scrapped.

(22) S&A 100-110 were traded to GM-EMD (6/65).

(23) SG 292 was originally SG 202, then SG 292, then sold to GM-EMD (3/72).

(24) VS 955 was originally EJ&E 401, then VS 955 (9/55). VS 955 was rebuilt by GM-EMD to an SW900 (10/58).

(25) A&N 70 was renumbered A&N 1, then sold

to RSP Railway Equipment Corp., renumbered 1 (10/68); then inherited by Southwest Railway Equipment Corp., renumbered 1; then sold to American Grain Corp., renumbered 1 (10/71).

(26) A&WP 551 sold to Georgia Ry., renumbered 1005 (1st). No longer on the roster.

(27) ASM&L 6 was originally Red River Ordnance Depot ?, then U.S. Army 7022, then U.S. Navy Construction Battalion ?, then B.M. Weiss ?, then ASM&L 6 (/54), then Pan American Engineering ?.

(28) CI 116 was originally Chicago & Western Indiana 261, then Precision National 261, then CI 116.

(29) CV 743 was originally Chicago, Rock Island & Pacific 743, then Birmingham Rail & Locomotive 743, then CV 743 (1968).

(30) Georgia 1001-1003 were sold to GM-EMD.

(31) Georgia 1005 (2nd) was originally Western Railway of Alabama 502, then Georgia 1005 (2nd). No longer on the roster.

(32) Georgia 921, 1036 are no longer on the roster.

(33) A&WP 571-572 were sold to the Georgia, renumbered 1019-1020.

(34) Hartwell 5 was originally New York, Ontario & Western 104; then Frank M. Judge 104, then Great Northern Paper 5 (1952), then Hartwell 5 (10/67).

(35) Milstead 104 was originally A&WP 4, then A&WP 104, then Milstead 104.

(36) St. Marys 500 was sold to William M. Taggart.

(37) Sandersville 100 (1st) was renumbered Sandersville 10.

(38) TA&G 1 was renumbered TA&G 80, then TA&G 2879.

(39) TA&G 50 was renumbered TA&G 179.

(40) TA&G 708-709 were renumbered TA&G 705-706 (1971). TA&G 705-707 were then renumbered TA&G 8235-8237 (1971). ●

Georgia, Ashburn, Sylvester & Camilla Railway

15	600	GE	70-ton	B-B	42,000	140,000	1946	14
16	1350	GM-EMD	FTA	B-B	60,340	241,360	1943	15
71	600	GE	70-ton	B-B	42,000	140,000	1946	14
4100	1350	GM-EMD	FTA	B-B	60,340	241,360	1943	15

Georgia Northern Railway

2	600	St.Louis-FM	——	A1A-2	?	?	1939	16
12	660	BW	DS 4-4-660	B-B	59,850	199,500	1947	17
13	800	GM-EMD	SW8	B-B	57,093	228,370	1950	18
14	1350	GM-EMD	FTA	B-B	61,240	244,970	1944	19
71	600	GE	70-ton	B-B	42,000	140,000	1946	14
172	660	BW	DS 4-4-660	B-B	59,850	199,500	1947	17
801	800	GM-EMD	SW8	B-B	57,093	228,370	1950	18
4105	1350	GM-EMD	FTA	B-B	61,240	244,970	1944	19

Georgia Railroad

751-752	3000	GM-EMD	GP40	B-B	?	?	1967	
753-754	3000	GM-EMD	GP40	B-B	?	?	1968	
901	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	
902-905	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	
906-907	1000	GM-EMD	SW9	B-B	68,859	229,500	1949	32
921	1000	BW	DS 4-4-1000	B-B	61,000	244,000	1951	
1001	1500	GM-EMD	F3A	B-B	57,960	241,000	1948	30
1002-1003	1500	GM-EMD	FP7A	B-B	61,060	257,000	1949	30
1004	1500	GM-EMD	FP7A	B-B	61,060	257,000	1950	
1005 (1st)	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	26
1005 (2nd)	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	31
1019	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	33
1020	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	33
1021	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1022	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1023-1026	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
1027-1028	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
1029	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
1030	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
1031-1032	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
1033-1034	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	
1035-1036	1500	GM-EMD	GP7	B-B	60,000	247,000	1953	32
1040-1042	1750	GM-EMD	GP9	B-B	59,600	245,000	1954	

Hartwell Railway

1	300	GE	45-ton	B-B	22,500	90,000	1941	20
2	400	GE	44-ton	B-B	26,400	88,000	1950	
5	380	GE	44-ton	B-B	26,400	88,000	1942	34

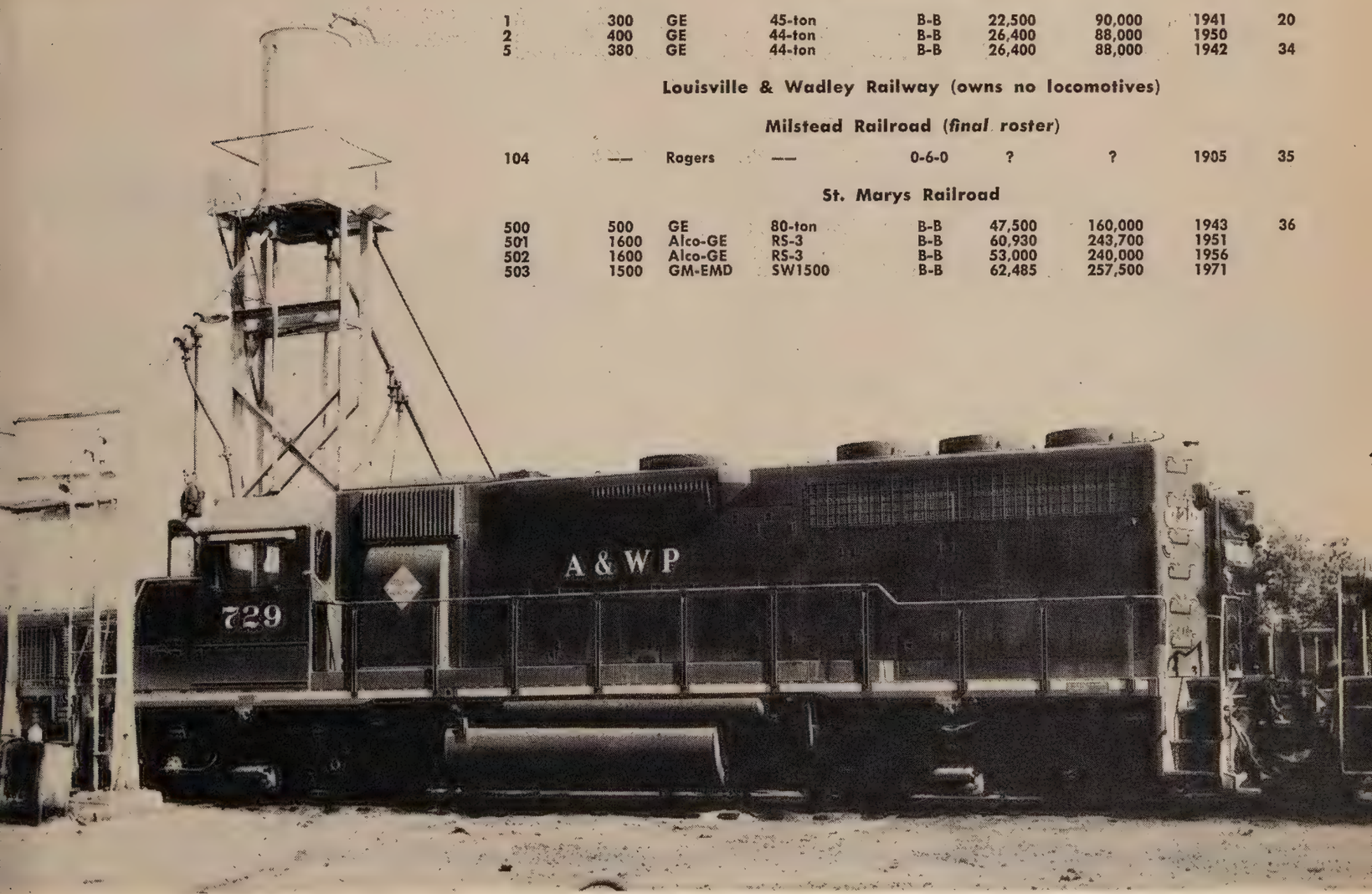
Louisville & Wadley Railway (owns no locomotives)

Milstead Railroad (*final roster*)

104	——	Rogers	——	0-6-0	?	?	1905	35

St. Marys Railroad

500	500	GE	80-ton	B-B	47,500	160,000	1943	36
501	1600	Alco-GE	RS-3	B-B	60,930	243,700	1951	
502	1600	Alco-GE	RS-3	B-B	53,000	240,000	1956	
503	1500	GM-EMD	SW1500	B-B	62,485	257,500	1971	



Hostler services Atlanta & West Point R.R. No. 729 (GM-EMD, GP-40, '69) at Hulsey yard facility in Atlanta in 1972.

Sandersville Railroad

10	1200	FM	H12-44	B-B	72,000	246,000	1953	37
100 (1st)	1200	FM	H12-44	B-B	72,000	246,000	1953	37
100 (2nd)	1500	GM-EMD	SW1500	B-B	?	?	1967	
200	1200	GM-EMD	SW1200	B-B	?	?	1964	
300	1500	GM-EMD	SW1500	B-B	?	?	1970	

Savannah & Atlanta Railway

22	1000	Baldwin	VO 1000	B-B	?	?	1940	21
100-107	1500	BW	DRS 6-4-1500	A1A-A1A	?	?	1948	22
108	1600	BLHW	AS-416	A1A-A1A	?	?	1950	22
109	1600	BLHW	AS-416	A1A-A1A	?	?	1952	22
110	1600	BLHW	AS-416	A1A-A1A	?	?	1955	22
2705-2715	2500	GM-EMD	GP35	B-B	63,685	254,740	1965	

Savannah River Terminal Company (owns no locomotives)
Savannah State Docks Railroad

101	1000	Alco-GE	S4	B-B	69,000	200,000	1952	
102	600	GE	70-ton	B-B	52,000	140,000	1953	

South Georgia Railway

202	600	GE	70-ton	B-B	34,400	137,600	1946	23
292	600	GE	70-ton	B-B	34,400	137,600	1946	23

Tennessee, Alabama & Georgia Railway

1	2000	GM-EMD	GP38	B-B	61,479	258,080	1968	38
50	1800	GM-EMD	GP18	B-B	59,730	244,430	1960	39
80	2000	GM-EMD	GP38	B-B	61,479	258,080	1968	38
179	1800	GM-EMD	GP18	B-B	59,730	244,430	1960	39
705-709	1500	GM-EMD	GP7	B-B	60,043	244,400	1951	40
2879	2000	GM-EMD	GP38	B-B	61,490	258,080	1968	38
8235-8237	1500	GM-EMD	GP7	B-B	60,043	240,173	1951	40

Valdosta Southern Railroad

655	600	GE	70-ton	B-B	41,300	139,000	1955	
955	900	GM-EMC	NW1	B-B	57,500	230,000	1937	24

Wrightsville & Tennille Railroad (owns no locomotives)

Georgia R.R. No. 1036 (GM-EMD, GP-7, 1953) at line's former passenger station, 4 Hunter Street, across from the beautiful State Capitol, on a spring day in '69.

Gainesville Midland R.R. No. 10 (GM-EMD, Sd-40, 1966) being serviced in the yards at Gainesville, Ga., in November '66.

GLORY AND DISASTER

by Bert Pennypacker

A long-ago Atlantic City souvenir is Reading No. 340 class P5, built by the Philadelphia & Reading in '06, at the New Jersey shorefront in July, 1924.
Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kan.

NOT EVEN the disaster at Winslow Junction, N.J., on the Atlantic City Railroad one spring night fifty years ago, involving a high-wheeled 4-4-2 Camelback, could dim the glory of the Philadelphia & Reading's fleet of fifty double-cabbed Atlantic types that pulled some of the fastest passenger trains of their day.

The largest and most notable of these Atlantics were the 86-inch-drivered P5 classes (Nos. 340-349) built at Reading Shops in 1906, the year *Railroad Magazine* was founded. Their 54-inch trailing wheels weren't too far in size from the driving wheels of many a freight engine, while the bulging Wootten firebox housed an astonishing 94.5 square feet of grate area—the same size grates that were used more recently on the Reading's class T1 4-8-4's. Furthermore, back in 1906, 230 pounds of boiler pressure almost seemed incredible.

An uninformed observer who'd just caught his first glimpse of one of these 4-4-2's might wonder from the incongruous configuration of their huge, spoked trailing wheels supporting the mammoth firebox whether or not such a locomotive could stay on the track, let alone haul a train at speed. But P&R motive-power designers Howard D. Taylor and Edward O. Elliott really knew the railroad business. On the Philadelphia-Jersey City and Camden-Atlantic City runs, their high-wheeling engines clipped off 85 miles per hour with ease and on short spurts unofficially passed the 100 mark often.

As early as May, 1905, just as the cherry blossoms and tulip trees were coming out in full bloom, a Camelback 4-4-2 whisked the non-stop *Boardwalk Flyer* across the sandy state of New Jersey and between the pine groves from Camden to Atlantic City, 55.5 miles, in exactly 42 minutes and 33 seconds, scoring an overall start-to-stop average speed of 78.3 mph. It was an event to celebrate.

Back in those steam-power days, daily runs in the 85-plus mph range were outstanding achievements. It took guts and know-how to take them over lightly-constructed roadbed and to hand-fire a big Wootten while your tender was bouncing and swaying wildly. Work was not easy for the ashcat. By comparison and from an operational viewpoint, the highly engineered Chicago-Milwaukee speedway of 1935 and today's widely publicized Northeast Corridor seem almost like child's play.

But sometimes high speed is linked with tragedy. Take, for example, the warm sultry night of July 2, 1922. Disaster lay in wait when engineer Walt Westcott oiled around the running gear of his class P5se Atlantic type, No. 349, preparatory to the 11 p.m. departure time of train 33, *The Owl*, from the Kaighn's Point terminal in Camden. On the adjacent track, Harry Lawson performed similar duties for a class G1sa Pacific type, No. 120, which was to run as a first section of 33 with a long string of deadhead coaches.

Meanwhile, a Cape May local freight was plodding through its chores in the vicinity of WA tower at Winslow, 24.5 miles away. John DeWalt, the operator, had given the local an order to back safely into a siding in time to clear first and second 33, which she did.

Soon a speck of light that looked like a firefly appeared on the dark horizon and expanded into a big glaring locomotive headlight as the 120 galloped down upon Winslow at 85 per and thundered by in a cloud of swirling dust and smoke. Not far behind, engineer Westcott had his Camelback 349 turning her wheels even faster as he strained her capacity to recoup seven minutes which had been lost at departure, due to a late ferry connection.

Then the totally unexpected happened. Apparently forgetting about the following section, operator DeWalt lined up the switches for the local freight to move from the siding to the main line and then onto the Cape May route. Horror was written on the face of the freight hogger as he saw this and yanked his whistle cord in fierce warning blasts—but it was too late! The 349 bore down upon the open switch and no one could act fast enough to save her!

She split the trailing point switch of the siding where the local freight stood and then swooped onto the sharply curving Cape May branch, leaping off the track and plunging down an embankment to the West Jersey & Seashore (Pennsy) tracks below. Seven persons were killed, including engineer Wescott, his fireman Billy Souders, the conductor, and four passengers. The fireman was crushed to death in the tender, but Wescott's body could not be found for several days, when they raised the engine. He had been trapped in the cab by the 349 flipping onto her right side. The unfortunate operator took full blame and wandered about the tragic scene in a daze, later being hospitalized for shock.

Like most steam locomotives, the 349 was pretty hard to destroy beyond repair, even in a wreck like this. The highly competent Reading Shops soon had her running again. But as time went on, the advent of heavy all-steel cars ended the era of high-speed express running, and the gallant breed of Atlantics worked out their final years doing a praiseworthy job on three-car locals. On one occasion the 349 was lionized as an exhibit at the Reading, Pa., Fair, embellished with gleaming nickel-plated cylinder heads and lightweight alloy driving rods. It was her last taste of glory. A few years afterward, at the close of World War II, not one of these great engines remained. Nothing is left but a fading memory of speed's classic beauty during the years when men of iron rode proudly in wooden cabs. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Two 1500 class cars on the W line pass at 11th and Broadway in front of the Los Angeles Transit Lines office building some 20 years ago. The 1500's had steel underframes and wooden roofs.
Photograph by Donald Sims

BLOW the trumpets! Let there be dancing in the streets! Another new trolley line has begun operation! This one, the Wisconsin Electric Railway Museum, boasts America's longest trolley museum run—over the already existing 5-mile trolley freight line between East Troy and Mukwonago, Wisconsin.

It all came about because last year the city fathers in the Village of East Troy agreed to let the juice fans bring their rail equipment to the area and set up a museum on a site adjacent to Phantom Lake, about 1½ miles from Mukowanago. The museum was built. Then, last May 27th, the group proudly operated its first passenger-carrying car over the trackage. It was quite an event! That car was Chicago North Shore & Milwaukee No. 757. At the controls was Francis Murray of Cudahy, Illinois, a former CNS&M motorman who had made the final run from Chicago to Milwaukee when the North Shore road was abandoned years ago.

The East Troy trackage was originally part of the Milwaukee Electric Railway & Transport's interurban line. Back in 1939 this line was abandoned beyond Hales Corners, leaving East Troy's industries without a rail connection. Thereupon the municipality bought the five miles of electrified trackage between that town and the Soo Line interchange at Mukowanago. It also got an express car and a motorized differential car. These have been hauling boxcars for the local industries since 1939. Last year the town acquired a small diesel, which recently has been used almost exclusively to carry freight into East Troy.

For the opening run the 757 was gaily bedecked with bunting, and the local Chamber of Commerce sponsored a Trolley Day fiesta in the center of town. Food and drink were sold in booths pitched near the Public Library. WER equipment now at the museum site includes three ex-CNS&M interurbans, a former Milwaukee city car,

New York City skyline looms in distance as Long Island R.R. train heads for city to pick up commuters. In addition to adding 620 of these high-speed, air-conditioned cars, MTA has been extending electrification of track, rebuilding many stations to accommodate new trains and modernizing safety warning devices at grade crossings. They carry 280,000 daily.
Metropolitan Transportation Authority

two locomotives, and a sweeper, a plow, a line car, a crane, and a work car. All of the work equipment originally had been Milwaukee Electric Railway cars last used at the Wisconsin Electric Power Co. plant in St. Francis (Milwaukee). Anyone may join the group. Associate membership costs $5 a year, full membership $10 a year. For details contact Trolley Museum, East Troy, Wis. 53120.

MASSACHUSETTS BAY Transportation Authority has begun a $38 million improvement project on its Green Line (trolley) system, with a Federal grant financing two-thirds of the cost. It will upgrade the track, stations, repair facilities, power system, and signaling on the lines in anticipation of the arrival of new trolleys in the hopefully-near future. The project includes evaluating of facilities for car storage at Watertown, Reservoir, Riverside, and Arborway yards; possible integration of Reservoir shops with Riverside facilities and relocation of the Riverside station, and integration of all maintenance facilities to service both PCC's and the new cars.

PENN CENTRAL has been selected by the Department of Transportation to design and supervise the building of a new $2.3 million maintenance facility at the railroad yard in New Haven, Conn. It will be the maintenance center for the 144 new electric commuter cars being built by General Electric. The Urban Mass Transportation Administration will pay two-thirds of the cost of the project, while the state of Connecticut will pay the rest.

PHOTO of the Elmira doubledecked trolley shown in our July issue was take in 1893, says Shelden King, 253 Rolinwood Ave., Elmira Heights, N.Y. 14903, who saw a copy of the Elmira *Telegram* for July 30, 1893, which reproduced the scene. The doubledecker was one of three on Elmira's West Side Railroad and was later on motorized. Brill Company built it.

ANSWERING a reader's query of why Philadelphia trolley lines were wide gage (5′ 2½″), William M. Schopp, 45 S. Logan Ave., Trenton, N.J. 08629, says this was to prevent any attempt to run standard-gage trains on city streetcar tracks. He notes also that the Camden, N.J., trolley lines were built to 5′ 0″ gage so that Philadelphia traction interests could not easily take over the lines. This gave Camden the dubious distinction of being the meeting point of all three track widths: Pennsylvania broad gage with connections to Philadelphia, its own 5-foot gage, and the standard gage Public Service lines to North Jersey.

"I dare say," adds Mr. Schopp. "that broad gage in western Pennsylvania had a similar origin. It also seems likely that Baltimore's even broader gage was to scotch a turnover of their lines to Philadelphia and Wilmington interests. This variation of gages was a minor factor in the trolley's decline. When you read about the extra-wide gage of the Bay Area Rapid Transit lines, the thought arises, here we go again."

TRANSPO 72 disappointed Cleveland officials who visited that exposition near Washington, D.C., says Al Kleinsmith of Cleveland, Ohio. Transit and city officials were reported in the Cleveland *Plain Dealer* as agreeing that the highly-touted personalized rapid transit (PRT) systems which formed the core of the big show did not appear to be the answer to moving people inside cities. The four PRT systems to be tested for 18 months at Dulles International Airport count on moving small numbers of people at great frequency on private rights-of-way. The Cleveland visitors said that the concept would be more practical in service between a city and an airport rather than for high-speed heavy traffic in the city itself.

NEW YORK'S new R44 subway cars may be shown off as the products of engineering brains of the Metropolitan Transit Authority, but there is little of value in these cars that has not already been done elsewhere, writes Edward C. Davis, 282 Elderts Lane, Woodhaven, N.Y. 11412. He says their high speed alone is not new. The Chicago North Shore & Milwaukee interurban cars built in 1915 weighed five tons more than the R44s but for years they often exceeded the New York cars' speed in regular service.

Ed believes that in tests the new cars sagged at the center under a simulated full passenger load. Someone had reduced the number of main longitudinal beams from four to two—this, on cars 15 feet longer than previous equipment! He is concerned also lest these cars become a paradise for the criminal element that harasses New York City, since lawbreakers apparently can do what they want in cars locked at both ends. And if the air-conditioning should blow up in one car (this Ed Davis has witnessed and it's quite messy, he says), the passengers may be locked in with suffocating smoke. Well let's hope his gloomy predictions don't materialize.

Also in the New York area: Established to operate on a self-sustaining basis, the Metropolitan Transportation Authority has grown to a $389,167,976 entity virtually dependent on state and Federal grants to maintain operations. This is the essential criticism of the MTA voiced in an audit report on the transportation empire just released by State Comptroller Arthur Levitt.

His annual audit, as required by the Public Authorities Law, underlines that MTA is empowered to establish fares, tolls and other fees to "maintain its combined operations on a self-sustaining basis." Yet, Levitt observed, through 1971 the state appropriated more than $553.8 million in grants to MTA and advanced more than $61.8 million in additional funds, while Federal grants of over $116.6 million have also been made available to MTA.

A BOND ISSUE of $650 million will be offered on the November ballot in New Jersey; $240 million for mass transit and the rest for highways. Among the improvements to be voted on then are the electrification of the Erie Lackawanna's Morris & Essex Division, including new equipment, and $20 million to extend the Newark subway as far as Irvington.

SAN FRANCISCO Municipal Railway officials were puzzled by occasional power short circuits on Market Street that tied up trolleys and trolleybuses, writes Charles Tidwell, P.O. Box 1639. San Francisco, Calif. 94101. The latest such incident, on May 4th during the morning rush hour, tied up some 10,000 commuters. Trolleys were lined up from Castro Street to Eighth, putting pressure on "Muni" electricians to pinpoint the cause.

Robert L. Hogan, 2250 Pelham Place, Oakland, Calif. 94611

The motorman brakes South Shore Lines car No. 28 and her sister to a stop at the Shops station without so much as a glance from the crew of the 705, out doing a bit of switching at Michigan City, Indiana, on a spring day in May, 1970.

The solution came when someone recalled that a lot of spliced overhead wires on lower Market Street had resulted from burnouts. It was then realized that the burnouts could be the cause of the short circuits, which occurred near 11th street, where trolleys were turned around for a return trip, using back-up poles.

We asked George E. Horn for details on the situation. George was formerly a New York motorman and yardmaster, is now a Muni motorman. He says the problem occurs only with the 1100-series PCC cars that Muni bought second-hand from St. Louis. These cars have two metal grab handles on the back of the rear roof.

With the front pole up on the wire, George points out, the rear pole is energized and sometimes the men pull the rear pole down too far to engage it under the hook. As this pole comes down, it apparently bends from the pressure as it touches the wooden crossbar protecting it from contacting the metal roof. In some cases, from the angle it is brought down, it does touch the metal grab handles, thus shorting the circuit. This problem does not occur with the 1000-type cars, either single end or double end.

Another interesting development in San Francisco is the recommendation that Muni drop diesel-powered buses in favor of electrically operated vehicles. Electric buses, according to a new 42-page report, would be "both pollution free and as nearly silent as possible." The report summarizes an 18-month experiment with General Motors' environmental improvement program kit. The kit was designed to cut bus exhaust and noise, but the test failed, the report says.

ILLINOIS CENTRAL'S monthly brochure for commuters on its electric cars tells of an odd incident that occurred recently. Conductor Bill Anderson was amazed to find a six-year-old little girl alone and lost aboard his train upon arrival at Randolph Street terminal. She told Anderson that her mother had put her on the train in the care of some strange lady who was supposed to put her off at 53rd Street where friends were waiting. The stranger ignored the youngster and she wound up at Randolph Street. Anderson finally located the lost child's grandmother and called a taxi for the girl.

IC's policy is that little tykes must be accompanied by proper guardians because the railroad cannot take responsibility for children traveling alone.

LOW bidder was Rohr Industries, Inc., of Chula Vista, Calif., for the 300 rapid transit cars now being built for the Washington Metropolitan Area Transit Authority lines in the Washington, D.C. area. The Rohr bid of $91,607,274 was 23 percent below the original cost estimate of over $119 million for the air-conditioned cars.

Metro cars will be of sculptured, contemporary design in polished aluminum. Large vertical windows in front will allow clear view by attendant and passengers. Tinted panoramic side windows are linked with a wide bronze band to dramatize speed. Electric motors will allow speeds up to 75 miles an hour. Average speed, including stops, will be 35 miles an hour. Sixty vehicles are to be delivered by June, 1974 in time for initial Metro operations.

A MILLION-DOLLAR facelift that will include painting structures, rapid transit stations and turnarounds, as well as general repair work. is getting under way on CTA property, according to Chairman Michael Cafferty of the Chicago Transit Authority.

"Essential to the task of keeping our current riders and attracting new ones is the need to present a bright, clean product," says Cafferty. "Along with this drive, we have joined with the city's anti-litter campaign."

Red Arrow 73 gives free rides six days a week, Monday thru Saturday, at Media, Pa., meeting the regular car from 69th St. Terminal at the movie theatre. The street, with shopping mall, has banned all vehicles but bicycles and trolleys.
Harold A. Smith, Box 3068, Grand Central Sta., New York, N.Y. 10017

In Foreign Countries

SUBWAY construction has been started in Rio de Janiero, Brazil, writes Robert Torbett, P.O. Box 3585, St. Petersburg, Fla. 33731. The first route is a $300 million line cutting through the city, connecting a northern residential area, Tijuca, with Copocabana and Ipanema. In its 20-year plan, Rio envisions also a tunnel under Guanabara Bay to connect with Niteroi on the other side. The first line, if money holds out, can be finished in three years. Thus far, the Brazilian Government has pledged a credit of $180 million for the Metro and a U.S. bank consortium has loaned $10 million. When completed, the subway will probably haul at least 160,000 passengers daily at an average speed of 21.25 miles an hour and in air-conditioned comfort.

AUSTRALIA. The state government at Sydney is considering a plan to build an 11-mile private electric railway through a string of northern seaside suburbs between Pittwater and Manly. The scheme provides for a major transport terminal at Manly. This place, which extends from the ocean to Sydney Harbor, already has a steamer harbor ferry service to the city. The railway, mainly underground, would take commuters to and from the Manly ferry. This locality at the present time is served by buses.

SPAIN. Work has started on electrification of the 172-mile line between Valencia and Tarragona.

Texas Electric Railway 320, 317 and 310 lined up at Dallas Terminal in a classic pose dear to the heart of any trolley fan. This was some time during 1944.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J. 07719

GERMANY. Munich's "Olympic" subway system is completed. Four kilometres of tracks—part of a city-wide network—were opened to the public at a ceremony recently. This new line opens up an area where 40,000 people live and another 25,000 work.

New Electric Publications

Electric Railway Dictionary (1911), 347 pages, 8½x11″, hard-cover binding is available at $19.95 from Newton K. Gregg, P.O. Box 868, Novato, Calif. 94947. This is an exact reprint of the original book, which was—and is—the only complete electric railway dictionary and cyclopedia ever printed It is a monumental publication, compiled when the street railway was at its peak. Nowhere else can you find the detailed facts on every part of the street railway car of its time. Nearly 2,000 photos and line drawings comprise the main part of the book, following the 63-page dictionary for terms and names of every part of a streetcar, from "alternating current" to "Z-Bar."

Very few of us had ever seen a copy of this book before this reproduction came out. It is a gold mine of information for historians, modelers, and traction fans. Originally it was put out more than 60 years ago by McGraw-Hill Publishing Co., which put out the then *Electric Railway Journal*, supervised by a committee of the American Electric Railway Association.

The Long Island Rail Road (Part 5), by Vincent F. Seyfried, 184 pages, 6x9″, hard-cover binding, may be had for $8 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320. We mention it here only because one chapter covers the Ocean Electric Railway, a trolley line operated by the LIRR in Far Rockaway, Hammels, and Neponsit, NY., from 1899 until 1928. There is also an OERR trolley roster.

Trolleys in the Valley (Augusta, Ga., and Augusta-Aiken, S.C.), by Mary L. and Al M. Langley Jr., 22 pages, 8½x11, stapled binding, may be had for $1.25 (underpriced for this limited editon of only 500 copies.—Ed.) from the writers, Rte 1, Box 64-A, North Augusta, S.C. 29841.

Many years ago this department commented on the almost total lack of electric railfans in the South, which meant that we had practically no contacts to supply information or photos of lines still operating there. In 1940, the situation prompted your *Transit Topics* editor to begin annual auto trips to such lines as were then left in the Southeast so there would be a photo coverage of them in later years. But one of the lines we couldn't visit because it had been abandoned before 1940 was Augusta, Ga., city system, owned by Georgia Power Co. but discontinued in 1937.

By 1937 railfans were covering juice lines all over the North, while the South was still almost virgin territory. The Langleys delved into the history of the Augusta city lines and the interurban to Aiken, S.C., their routes, equipment, and timetables. But even with aid by local historians and such active railfan groups as the CERA and R&LHS, they located only three photos of the city lines. Photo coverage of the Augusta-Aiken interurban is better. The book includes useful maps. It is a welcomed addition to Southern lore. The limited number of copies and the really low price seem to destine it to a short life. It was a labor of love by a devoted man-and-wife team. Should any reader have views of Augusta trolleys this department would like to publish them.

A 9-page story of the Cornwall Street Railway, Light & Power Co., entitled *Canada's Last Common Carrier Electric Railway*, appeared in the June '72 *Newsletter* of Upper Canada Railway Society, Box 122, Terminal A, Toronto 116, Ontario. Included are photos and an all-time roster. It is almost unbelievable to see that every car the company got after 1897 was bought second-hand! The list reads like a roster of eastern U.S. and Canada traction companies of the past. UCRS sells copies of the issue for 90 cents.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Coming Events

Sept. 9-10: Kempton Farm Festival, Wanamaker, Kempton & Southern R.R., Kempton, Pa.

Sept. 9: L.I. tour, incl. Riverhead & Montauk Pt.; Sept. 17: around L.I. tour; Sept. 24 and Oct. 1: Famous L.I. homes tour. Write Tour Dept., LIRR, Jamaica, N.Y. 11435.

Sept. 10-12: steam meet featuring 3 Ottaways, one Cagney, one scratch-built loco; open to public. Live steamers may display other gage equipment; locos will run, 11 a.m. to 6 p.m. Contact Howard C. Murphy, 1016 Cottage Court, Warren, Ohio 44483.

Sept. 15: swap meeting, incl. trolley models, tts., transfers, hardware, slides, photos, 7:30 p.m.-10:30 p.m., at Calif. Federal Plaza, 5670 Wilshire Blvd. (corner Masselin) Los Angeles, sponsored by Electric Ry. Historical Assn. of Sou. Calif. Get entry blank from ERHA-SC, P.O. Box 24315, Los Angeles, Calif. 90024.

Sept. 16: Union Pacific 8444, railfan round trip, Boise to Weiser, Idaho, 160 miles, sponsored by Idaho Model Railroad Assn., Inc. Contact IMRA, P.O. Box 1182, Boise, Idaho 83701.

Sept. 17: PC Phila. commuter area MP 54 trip, lv. Penn Center, 10 a.m.; $15, kids $10, box lunches $2. Contact Met. Phila. Ry. Assn. Trip Committee, 7228 Radbourne Rd., Upper Darby, Pa. 19082.

Sept. 17: Steam-powered excur. Winston-Salem, N.C., lv. 8 a.m., to Charlotte, arr. back, 6:30 p.m.; open observ. car. $13:50 adults, $9 kids, SSE to NRH, Box 5857, Winston-alem, N.C. 27103.

Sept. 23: Valley R.R., Essex, Conn., Railfan Day, steam pass. and mixed trains; River-boat cruise for ladies. Write VRR, Railroad Ave., Essex, Conn. 06426.

Sept. 23: Trolley car pageant in afternoon; all types operate. Branford Trolley Museum, Branford, Conn.

Sept. 24-28: annual meeting American Transit Assn., Olympic Washington Towers, Seattle, Wash.

Sept. 30: fall foliage spectacular, Montreal to Newport, Vt., on CP; return Montreal on Quebec Central via Sherbrooke; old Tuscan red picture-window coaches behind E8 diesel. $17 for 254-mile trip; kids, 5 to 12, $8.50. Contact Canadian R.R. Hist. Assn., Box 22, Sta. B, Montreal 110, Que.

Sept. 30: 470 Railroad Club's Grand Trunk branch line hop, Portland, Lewiston, Norway, Bethel, return. Tickets $10; $6 for kids, 6-12. Oct. 1: annual tri-state excursion, Portland to Island Pond, Vt.; $15, kids $8. Contact H. Prince, 73 Skylark Rd., Portland, Me. 04103.

Oct. 6 or 13: North Alabama RR. Club may run kindergarten train trip from Sheffield to Huntsville. Nov. 7 or 14: same club plans public excursion from Sheffield to Ala. Space and Rocket Center. Write to club, P.O. Box 21, Tuscumbia, Ala. 35674.

Oct. 7: fall foliage Strasburg R.R. trip, Dutch dinner, lv. and return, New York City; NY Chapt. of R&LHS. Contact Geo. Basch, trip chairman, 85-35 143rd St., Jamaica, N.Y. 11435.

Oct. 14, 15: fall leaf excur. behind 4501 over Cumberland Plateau, Chattanooga, Tenn., to Crossville, and back, lv. 8 a.m., return 7 p.m.; $12.95 adults, $7.95 kids. Tenn. Valley R.R. Museum, Box 44, Chattanooga, Tenn. 37401.

Oct. 14: rail trip, Boston to New London via B&M, CV; Budd cars. Write Joseph F. Lajoie, trip chairman, RRE, P.O. Box 136RS, Ward Hill, Mass. 01830.

Oct. 14, 15: Autumn Leaves Cannonball, Spartanburg, S.C., Erwin, Tenn., on the Clinchfield. Triple-headed steam-diesel; reserved seats, club-lounge, $15 both days. Write Cannonball Rail Excursions, Box 1443, Augusta, Ga. 30903.

Oct. 22: model trains and railroadiana flea market, 9 a.m. to 5 p.m. Contact John R. Smith, Mansfield Model RR club, 52½ N. Main St., Mansfield, Ohio 44902.

Oct. 29: Autumn Leaves Special, lv. Spartanburg at 8:30 a.m. for Erwin, Tenn.; return about 7 p.m., steam-powered Clinchfield loco. Write John W. Miller, Rm. 815, Montgomery Bldg., Spartanburg, S.C. 29301.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***What was an "Eddy Clock"?***

Wilson Eddy, a master mechanic for the Western Railroad of Mass., built the first locomotive known as the Eddy Clock for the road in 1851. In all, some 100 were built between the early 1850's and late 1880's. They were called "clocks" because they were convenient to operate, easy to repair, and ruggedly constructed. A feature of these engines was three escape pipes, one behind the stack and two in front of the cab, to take steam from the safety valves away from the engineer's vision. The last Eddy Clock we know about was the old *Daniel Nason*, an inside-connected eight-wheeler that ran on the Boston & Providence for many years. She has been preserved at Purdue University in Lafayette, Indiana.

2 ***Why is tissue paper used for train orders?***

For the same reason that thin, light paper is used for typewriter second sheets. As several copies of train orders are made by means of carbon paper, the sheets must be thin enough to transfer the pressure of a pencil or typewriter key. Hence they are commonly called "flimsies." However, we have seen a few old train orders that, for some reason, were not tissue paper.

3 ***What do you know about the Ocillo Southern?***

Incorporated in 1908, it ran from Ocillo to Nashville, 29 miles, and from Fitzgerald to Pope City, Ga., 30 miles. In 1923 the line had four locos, five passenger, three combination, and eight freight cars; abandoned about 1926.

4 ***When did mechanical stokers first appear?***

Several makes of mechanical stokers came into use about the turn of the century, the most important types being the Day-Kincaid, Barnum, Strouse, Hayden, Brewster, Harvey, Dickinson, Erie, Corning, Gee, Hanna, and Elvin. When or where the first one was actually tried no one seems to know. However, the first one to maintain steam pressure effectively was probably the Day-Kincaid, several of which were applied to Big Four 2-8-0's about 1902. A Day-Kincaid stoker also was tested that year on a Great Northern Consolidation-type loco.

5 ***Who invented the injector?***

A Frenchman named Henri Giffard, in about 1852. It was introduced in England a few years afterward by Sharp, Stewart & Co. and in America about 1860 by William Sellers & Co. After that it soon supplanted the feedwater pump as a means of putting water into loco boilers.

6 ***Who wrote "Reveries of an Ex-Rail"?***

The author is unknown, but here are the words, parodied from a poem by Eugene Field:

The little eight-wheeler is covered with rust
Where she stands on the back track there.
Inside the caboose is a layer of dust,
There's a musty smell in the air.
Time was when the little eight-wheeler was new
And the crummy was passing fair,
And that was the time when our local crew
Spotted and left them there.

"The local had been annulled," they said.
"You're due for a little rest,"
And then staggered off to their little beds
To dream of a home in the West.
Oh, the years are many, the years are long
Since they put them there on the spot!
And most of the local crew have gone
And mortgaged their house and lot.

So they waited and watched, hoping in vain,
And tried to figure a way
To get the local back on the main
In order to earn their pay.
They finally all gave up in disgust
And pulled the pin on the job,
Leaving the business all to the bus,
And joined the Depression mob.

But the little eight-wheeler patiently stands
Still in the same old spot
Awaiting the touch of familiar hands.
The crummy has started to rot.
And they wonder, while waiting the long years through,
That lonely deserted pair
What has become of the local crew
Which spotted and left them there.

7 ***Were there ever any tandem cylinder locomotives?***

Yes, the Santa Fe had several. Baldwin constructed a tandem cylindered 2-10-0 for the road in 1902, and a year later built the world's first 2-10-2 equipped with tandem compound cylinders, also for the Santa Fe. All were rebuilt to simple.

8 ***(a) When were the* Black Diamond *and* Empire State Express *inaugurated? (b) what kind of power was used?***

The Lehigh Valley launched the *Black Diamond* trains on May 18, 1896, at which time six engines, all Mother Hubbards, were assigned to handle them. The *Empire State Express* started running for the New York Central on October 26, 1891, using 4-4-0's and 4-6-0's for many years.

9 ***Where did the term "Stop, look, and listen" originate?***

According to the magazine *Letters*, the expression was used for the first time in 1842 during a trial in a Pennsylvania court. A judge, instructing a jury in a railroad case, declared it was up to the public to stop, look, and listen before crossing the tracks. In 1879 Judge Edward M. Paxton of the Pennsylvania Supreme Court used the expression again, and a few years later Col. J. C. Fuller, vice president of the Gettysburg & Harrisburg (later Reading) read the state Supreme Court decision, liked the phrase, and adopted it.

10 ***Which railroad was the PP&B?***

The Pennsylvania, Poughkeepsie & Boston, which was opened about 1890 and became bankrupt a year later. It was operated by the Reading until 1893 and then jointly by the Lehigh Valley and New York, Susquehanna & Western. In 1895 it became the Lehigh & New England.

11 ***What is meant by tractive effort?***

This is the effect exerted by a locomotive in turning her wheels through the action of steam against the pistons, which through the media of the crossheads, rods, etc., causes them to revolve and the engine to move along the rails.

12 ***Information, please, on Delaware & Hudson's famous Nos. 651-653.***

The 4-6-0 high-pressure D&H Pacifics, class P-1, were built by the company at their Colonie, N.Y., shops between 1929 and '31. These initiated the foreign look. No. 653 was the largest having 22x32" cylinders, 325 lbs of pressure, and 59,500 lbs. of t.e., and were equipped with rotary cam poppet valves. Although not a compound, this type's design represented the concepts being built into D&H power at that time.

Running Extra

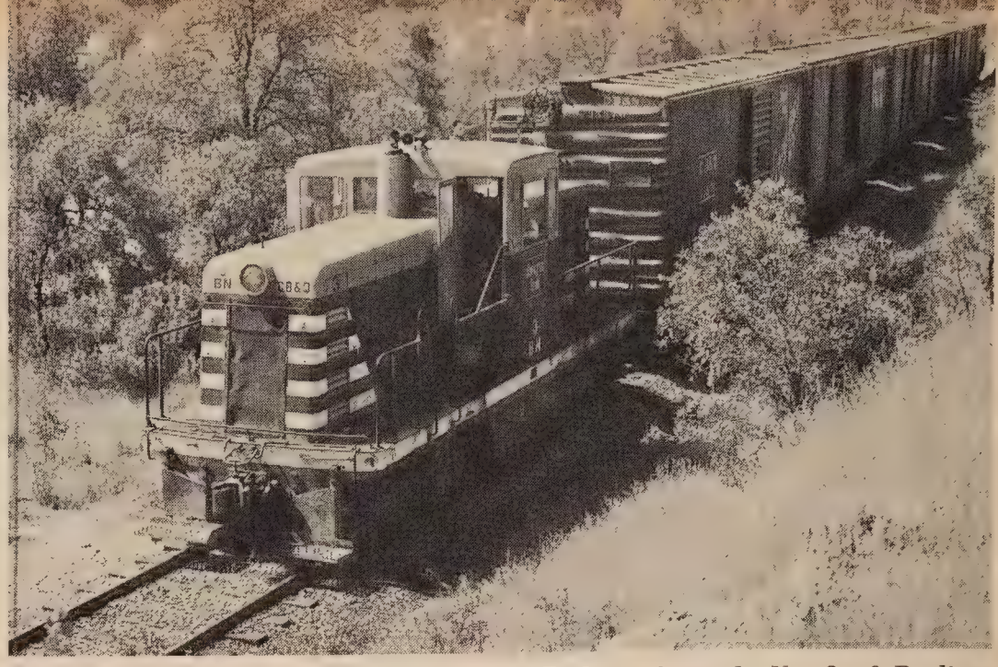
Arthur Class's alleged definition of the railroad "drop" well describes this movement performed through a crossover between two parallel tracks, but is not a definition. He implies that the word is limited to a movement made only on the type of track arrangement he mentions. Throughout the extensive network of American railroads a great many drops are made daily. Most of them go through a single, facing-point switch governing a turnout from a main track or a switching lead into an adjoining auxiliary track, or a private industrial track. Some of these run parallel to the track upon which the movement originates. Others diverge from it in a greater or lesser degree. One definition of "drop," as distinct from a description, is "a running switch whereby a cut of one or more cars is moved from a position behind the engine to a position ahead of the loco upon an adjoining track without making a run-around."—Bill Jenner, 639 West 32nd St., Los Angeles, Calif. 90007.

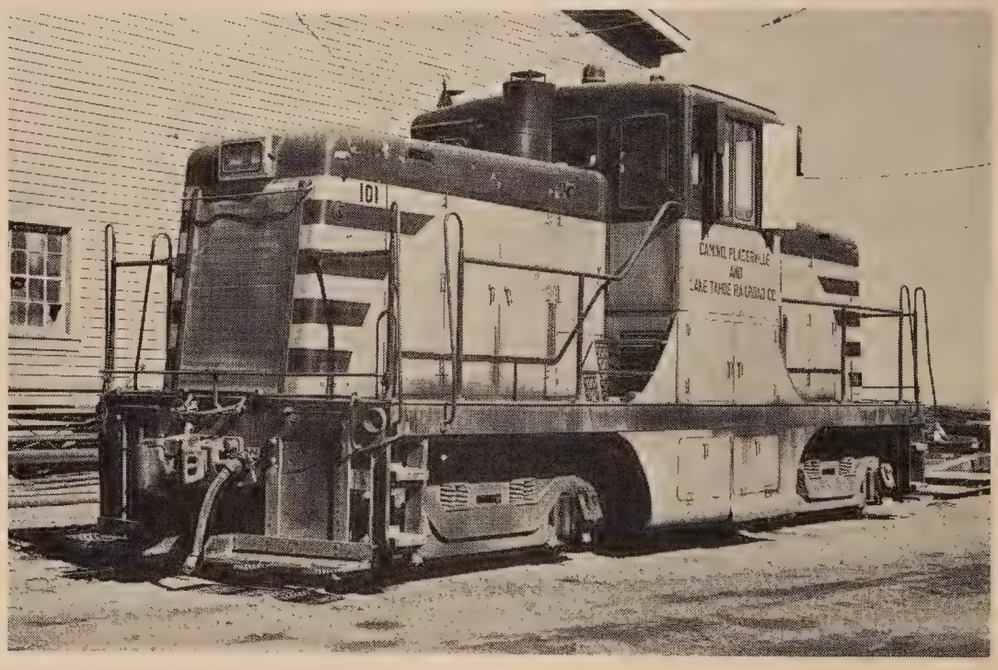
As a matter of information, our class FA-2 diesel locos, Nos. 301 and 302, are still in our mainline service.—J.C. Shewbridge, C.M.O., Western Maryland Railway Co., Box 395, Hagerstown, Md. 21740.

When did Hudson River R.R. schedule its first train service between Albany and New York City? I have an 1852 timetable showing three trains a day on Harlem R.R. from East Albany to N.Y.C. via White Plains.—Wm. R. Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

I want a history of the St. Louis & San Francisco to date, including all classes of motive power, steam and diesel.—Phil Daugard, Rte. 2, Box 134, Mountain Glen, Mo. 65711.

On a recent Penn Central trip from Philadelphia to Washington I noticed a trackside monument along the right-of-way. It stands on the northwest side of the track near Grey's Ferry Ave. bridge in Philadelphia, south of the junction where the suburban line to Swarthmore and West Chester splits from the mainline. Who can tell me about it?—Thomas DeFazio, 2514 Ruffner Rd., Melbourne, Fla. 32901.





(top) Camino, Placerville & Lake Tahoe R.R. loco, formerly No. 3 of Burlington Northern and ex-CB&Q No. 9106, is a 44-ton diesel built in 1941 by General Electric. It is the latest power acquired by the line, shown pulling cars into Camino, Calif., May, 1972. (bottom) No. 101 at Camino facilities.
Photos by D.P. Wallworth, 135 Brookside Ave., Ho-Ho-Kus, N.J. 07423

I need builder's info. and specs on Florida East Coast 4-8-2 No. 401-420 and 0-8-0 Nos. 251-255.—Dennis D. Cowley, 7700 Sterrettania Rd., R.D. 2, Girard, Pa. 16417.

Can any reader fill me in on Canadian Pacific loco 8000, a beautiful monstrous machine?—Jack Thompson, 390 Pasadena Ave., So. Pasadena, Calif. 91030.

What happened to J.G. Brill & Co. that made horse, trolley, and railway cars and trolley buses? I want a history of this company.—Robert Torbett, P.O. Box 3585, St. Petersburg, Fla. 33731.

How many steam locomotive plants are still working in some capacity in the U.S.? Where can I find builders' photos of all steam classes that ran on the Seaboard Air Line? Are there any steam locos stored on Class 1 roads? —T.C. Harrill, 1018 Parkwood Ave., Charlotte, N.C. 28205.

What is the power, specifications, maximum speed, and cost of the new midget steam loco in Chicago's Brookfield Zoo? Which companies build such engines?—John N. Bush (no address).

Ex-Nickel Plate 759, owned by Steamtown U.S.A., climbs the Pocono Mts. on the Erie Lackawanna with a freight train, returning to her home base at Riverside, Vt., on August 17, 1971. We don't know the name of the trackside train-watcher.
Richard J. Allen, 14 Ethel St., M.R. 99, Binghampton, N.Y. 13905

Planning a future research paper on trolley lines that operated in Trenton, N.J. area, I seek info, maps, photos, etc.—Harry J. Volpe, 12 Leupp Lane, Somerset, N.J. 08873.

Anyone know statistics of Great Northern class P-2 Mountain types? What happened to their No. 2510 and to Union Pacific 4-8-4 No. 809?—Harry Weaver, Muncie, Ind.

Since railroads sell coaches to people at scrap prices, could an individual, after buying, repairing, and renting them to railfan groups, expect railroads to haul these cars with the coach owner's name on them?—John Adams, 2242 Cedley St., Baltimore, Md. 21230.

You said in April '72 that the new trainshed at National Railroad Museum, Green Bay, Wis., was "almost an exact duplicate of the old C&NW shed at Milwaukee." A closer examinatiin will show it was the old one. It was cut apart and stored for awhile along the Milwaukee River near the Humboldt Ave. bridge.—SKZ George T. Gross, Jr., S-1 Div., USS Dubuque, LPD8, FPO, San Francisco 96601.

Recently picked up a switchman's lantern in Vermont with NYY&QEL marked on it. Anyone identify it?—Donald M. Yost (no address).

What is the American Railroad Master Mechanics Assn.? Did they set up apprenticeships on the railroads? Was it the ARMMA that formed the "specialist" system in maintenance of steam locos wherein the engine was bisected trisected, etc., so that one mechanic would have a certain part of her to specialize in repairing? Did the ARMMA okay the quick change from steam to diesel?—John M. Gorrie, 9621 Rosebay St., Anaheim, Calif. 92804.

Ever hear of a state sales tax applying to a railroad intrastate ticket? Georgia added a 3 percent tax to the intrastate fares on the *Nancy Hanks.* —Herman H. Diere, Sr. (no address).

Info. wanted on where Milwaukee electric trackage begins and ends, and the number of trains operated daily on this line between Chicago and the west coast.—David Lineberry, 1017 Don Diego Ave., Santa Fe, N.M. 87501.

What was the top speed of the Pennsy duplex 4-4-4-4, class T-1, pulling a passenger train? Did PRR ever order any class S-1 locos? If so, what was their weight and how much t.f. did they develop?—Avery J. Lord. Jr., Branch Rd., Cullman, Ala. 35055.

For years I have been seeking books that show steam locos from the early days of railroading up to modern times, also one with copies of the various railroad emblems, old and new.—Allan Hoover, 120 Fruot St., Peru, Ill. 61354.

The New York, Ontario & Western had a passenger-train fire in a tunnel near Summitville, or Wurtsboro, N.Y., in the early 1940's. Any info. available?—J. Gray, 77 High St., Newton, N.Y. 07860.

I want info. on the Gainsville & Northwestern.—Phil Shaw, 6828 Easthaven Way, Citrus Heights, Calif.

I'm a retired railroad carman and member of Co. C, 756 Railway Shop Bn. that served in England and France, 1943-'45. Is my old Military Railway Service Veterans organization still in existence?—Fred Morosco, 12360 Pearl St., Southgate, Mich. 48195. ●

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Ever see a diesel switcher with a steam loco pilot? This Georgia Northern No. 172 DS-4-4-660, Baldwin built, has one at Moultrie, Ga. (Roster on page 45.)
Collection of Jim Edmonston

ALCO FA's in the news again, this time a final note. The Spokane, Portland & Seattle (BN) officially retired all of its FA units (includes FA-1's and FA-2's) by last May 22nd. The *CTC Board*, a locomotive news bulletin edited by Dean Lewis, Castro Valley, Calif., recently carried a story claiming that No. 4116 was the last unit seen operating; the cover shows this unit idling in Portland on the morning of May 22nd. That night the unit was shut down, and later was towed to the Vancouver dead line. A General Electric representative was seen inspecting units in Vancouver for use as control cars on the Long Island Rail Road (see item we printed last month). The *CTC Board* guesses that if GE doesn't take all the units, the remainder will be sent to either Precision Engineering or EMD as trades. It may be that if Precision gets any repairable units, they might rebuild and lease an FA or two. But that's a very distant possibility.

Many readers have kept up with status on Western Maryland's last two FA's, Nos. 301-302, ever since I prematurely reported them gone. Now, they are really gone. Louis W. Kern, 26 Linwood Ave., Bogota, N.J., and Mayer Pearlman, 141-11 78th Rd., Flushing, N.Y., are the last two fans who reported seeing these units at the GE plant in North Bergen. The next two LIRR numbers available are 609 and 610, unless a Burlington Northern FA is completed first, these will become WM 301-302.

So another first-generation model has become extinct in this country. FA's are still operating in Canada, Mexico, and overseas, but domestic units are on Long Island only, converted to control cars.

SEVENTY-TONNER No. 51 of the St. Johnsbury & Lamoille County, mentioned in our August issue, was headed for the Frankfort & Cincinnati Railroad, says George A. Matheson, Box 454, Lennoxville, Que., Canada. He adds that 51 was the last operable 70-tonner and the only one painted red. Both F&C and StJ&LC are Pinsly companies. The latter's roster now includes two GP-9's and five RS-3's. The last two RS-3's purchased are Lehigh & Hudson River No. 10 (to STJ&LC 6/71) and Delaware & &Hudson No. 4073 (bought 4/72). Stored near the Morrisville, Vt., station are 70-tonners 46, 48, 52, 54, and 55, plus Montpelier & Barre 22.

UPDATING the Columbus & Greenville roster (July issue), Harold O. Holliman, 1934 Idlewild Dr., Greenville, Miss. 38701, reports that wrecked units 701-702 were returned to service in May, at which time the leased Illinois Central SW-1's were returned. C&G then bought four SW-1's from the Terminal RR. Association of St. Louis (TRRA) and numbered them 501 and 504. These replace the two center-cab Whitcombs (41 and 42), which are still stored serviceable but due to be salvaged soon.

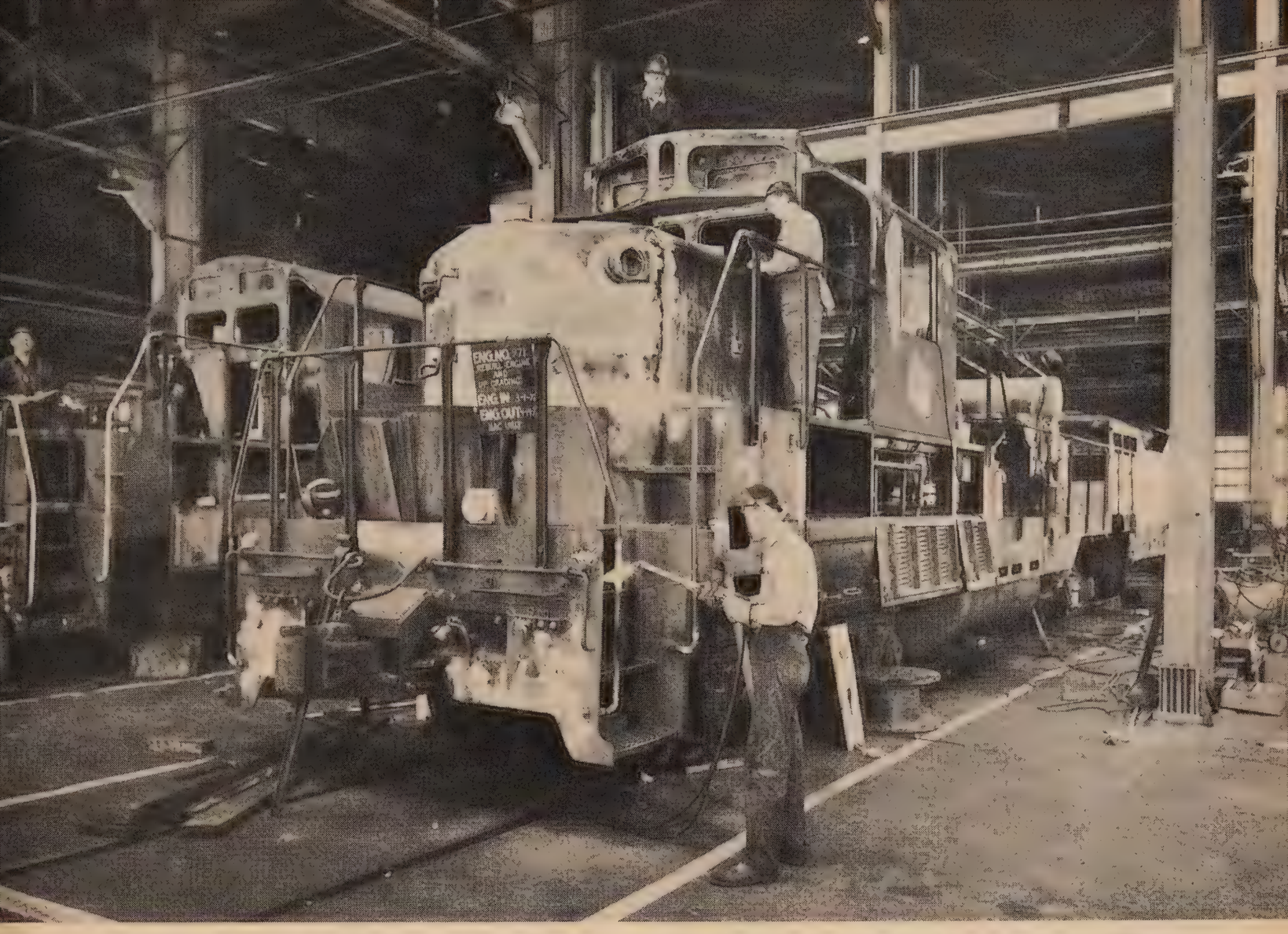
ELLIOTT KAHN of Clearwater Beach, Fla., says his information on Amtrak's power purchases shows plans for acquiring 224 existing diesels and 34 Penn Central GG-1 electrics. A brief rundown of proposed numbers: 100-49, F-7 or F-9 A units; 150-99, F-7 and F-9 units; 200-349, E-8 A units; 350-99, E-8 B units; 400-49, E-9 A units, and 450-99, E-9 B's. A brief list of roads from which this power will come includes: B&O, BN, C&O, RF&P, L&N, SCL, SP, IC, MILW, ATSF, UP and PC. Amtrak also is looking at proposals for new units, both diesel and electric, reports Thomas M. Ochiltree II, 64 Sacramento St., Cambridge, Mass.

MORE information on NW-3's comes from Robert W. Johnston, 707 Stewart Ave. West, Puyallup, Wash. 98371, who confirms that Great Northern 177 was indeed traded in 1965 for GP-35's. The GN 179 has been sold to Staley Manufacturing Co. in Morrisville, Pa. We learn from Frank Szachacz, 47 Calvert Ave., Commack, N.Y. 11725, that the unit is used five days a week to switch the Staley plant. No. 179 is now painted black, with silver trucks and handrails, and retains its old number. It is serviced monthly at the PC enginehouse in Morrisville.

A COMPETE assignment of Great Northern (now BN) NW-5's comes from Bob Johnston: 986 and 990 have been assigned to Minneapolis Jct., and 988 to Hillyard in Spokane; the latter has been painted BN green and black; 987 is at Interbay at Seattle, and 989, 991-995 have been assigned to Grand Forks, N.D. Nos. 986 and 990 are used on the Minneapolis-Hutchinson local, while 988 switches downtown Spokane, 987 is a yard goat at Interbay, and the units assigned to Grand Forks are used on North Dakota branch lines. This info is correct as of 12/28/71.

TO MARK the 50th anniversary of General Motors' Electro-Motive Division (1922-'72), the Augusta Chapter of NRHS will issue a special collector's item envelope, to be cancelled at La Grange on EMD's anniversary date in September. The envelopes bear a nice cut of two EMD SD-45's, plus the EMD logo. A brief historical note is enclosed. Contact Al Langley, P.O. Box 725, Augusta, Ga. 30903. Proceeds will go to the chapter's museum.

MONONGAHELA RAILWAY at Brownsville, Pa., is still operating the



Workmen perform exterior modifications on unit 971 as it begins the rebuilding and upgrading program at the Milwaukee Road's shops at Milwaukee, Wis. Shown are blacksmith George Winters, machinist Ernest Hirshman, and electrician Scheper.
Milwaukee Road News Bureau

last two Baldwin sharknose "A" units (RF-16's), 1205 and 1216 (ex-N.Y.C., same numbers), based at Brownsville. The final RF-16 "B" unit is gone, while No. 3708 "ran away" in Brownsville yard recently and then was scrapped. So says Paul Noble, 1 Remsen Rd., Yonkers, N.Y. 10710. Paul visited the Monongahela on June 4th and found that this normally overlooked line has had its share of railfans since it bought the "sharks." They are kept inside when not in use, ostensibly to protect them from light-fingered railroad buffs. Paul says MRY is considering putting the units on permanent display or donating them to a museum—and they don't want to lose builder's plates, etc. That's a sad commentary on what the line thinks of railfans.

CANADIAN NEWS includes the retirement by CP Rail last May of two FM Trainmasters 8901 and 8917. This leaves four TM's running, one (8903) in Montreal and three in Trail, B.C. Dynamic brakes are being removed from all of the MLW 244-series units, among which are all of the FA units left on CP. Total units affected: 136, in the 4000, 4400, 8400, 8500 and 8600 series.

British Columbia Railway (formerly PGE) is still leasing units. In late June two more Bangor & Aroostook GP-9's, Nos. 67 and 73, went through Smith's Falls, Ont., on CP Rail, headed for the BCR. Robot control units, rebuilt from C-liner "B" units, are leaving Angus Shops regularly. Last out was 1011, preceded by 1009. No. 1010 is already at work in Calgary. C-liner 4055 (A unit) was returned to Nelson, B.C., on June 10th; but as of July 1st the unit had not been run.

Both Canadian National and Canadian Pacific are still short of power. CN has 81 units leased while CP has 82. To add to this headache, rerouted trains from the Erie Lackawanna and the Lehigh Valley have been running over both CN and CP. Of course, this rerouting was caused by the extensive flood water damages to the U.S. lines. Finally, MLW RS-23 No. 8017, a 1000-hp light road switcher normally assigned to Saskatoon, Sask., rolled into Angus Shops pulling CP Rail's last mixed train. Possibly the 8017 is at Angus for shopping. For this news I thank Bruce Chapman, 38 Gilchrist Ave., Ottawa 3, Ont., Canada.

BRITISH RAIL uncovered the prototype power unit for its new HST (high-speed train) concept last May. The Crewe Works lifted the shrouds for the news media on "a surprisingly orthodox-looking unit," featuring a fibreglass "nose cone," a centrally located engineman's seat, and a control console. Air-suspension trucks will feature ridgidly-fixed traction motors, which are connected to wheels by flexible coupling.

This information comes from a recent issue of *British Rail News*. The first-trial date was in June. The HST prototype will be tested over 100,000 miles before the first revenue train goes into service in 1974. Reportedly, the "test track" will be either the Leeds-Edinburgh or London-Edinburgh line. Complete HST service is scheduled for 1975, when 25 trainsets will be in service. Amtrak, take note: BR's predicted passenger load in 1981 is 50 percent higher than in 1972!

Seaboard Air Line DS-4-4-1000 turbocharged (606SC) No. 1435 idling in yard at Richmond, Va., in 1935. This unit, among others, was scrapped before merger.
Photograph by Pete Marchetti

This Baldwin demonstrator unit became a Jersey Central R.R. passenger loco.

DICK SIEVER'S note on Southern Pacific Trainmasters drew a lot of comment, as I expected. Most fans apparently don't believe SP will retire them in the near future. Steve Hoskins, 7852 Liberty St., Huntington Beach, Calif. 92647, cites the case of No. 3023, which suffered a broken frame but was repaired and returned to service. SD-9 3822, used as a replacement, couldn't keep up the schedule. Other instances are cited. As we've said, the TM's are masters of the commuter service, but there are mile-high maintenance costs. Wait and see. Meanwhile, get those photos!

Steve also points out that I missed the increase on the SD-45T-2's that SP ordered more than six months ago. The roster now shows 9157-9260. Many of these high-numbered units have been sighted. Two Trainmasters, 3021 and 3034, are at Sacramento Shops with bad main generators. Will they be repaired?

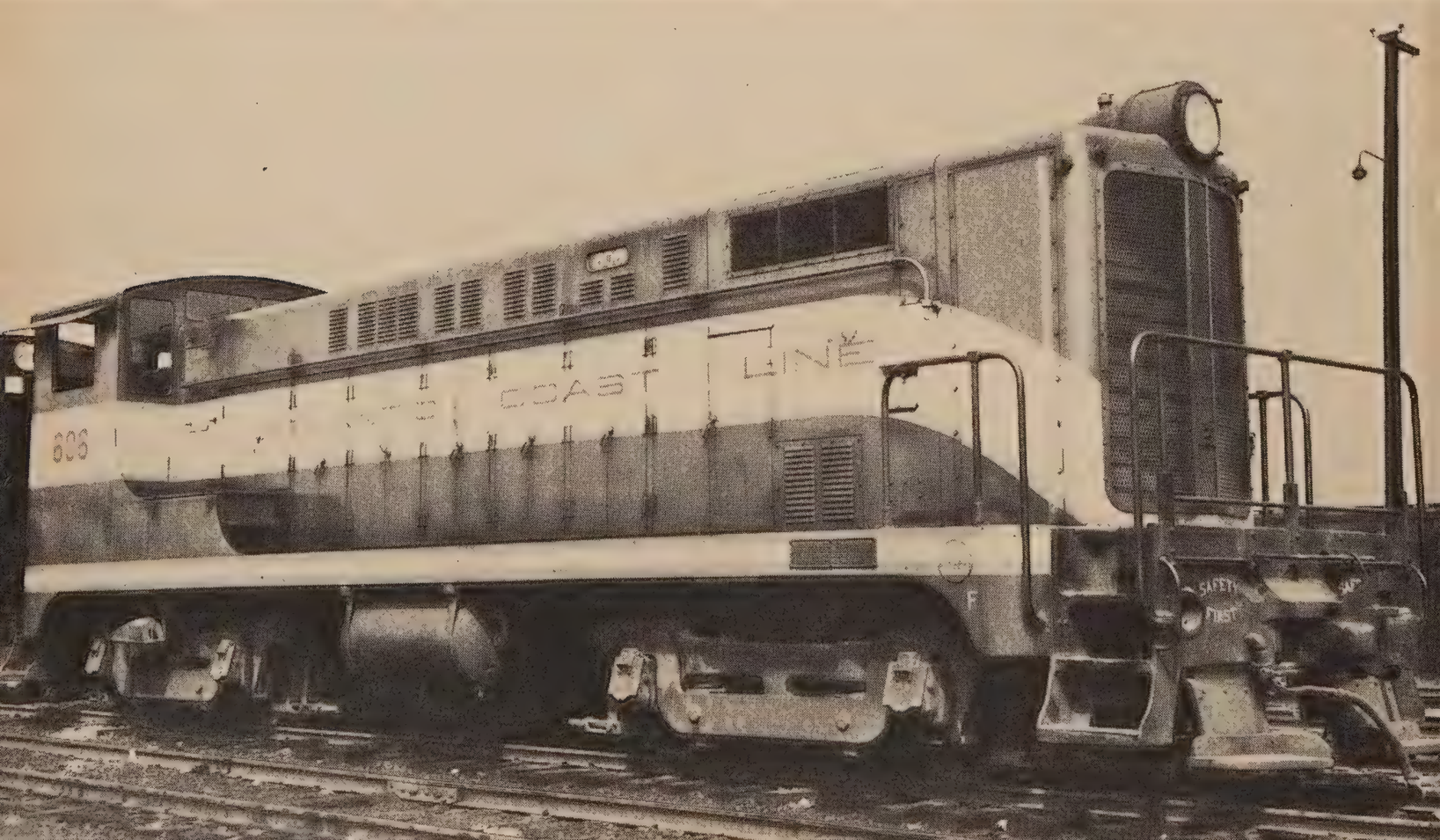
Richard B. Schreibman, 57-49 Granger St., Corona, N.Y. 11368, asked SP President Biaggini if he could buy a Trainmaster for display. "We do not plan to retire any TM's at this time," came the official reply.

CAN YOU distinguish this year's Volkswagen from last year's? Baldwin Locomotive's switcher line presents the same problems. Of all the diesels Baldwin produced, its switchers were the best received. As had been the case in steam days, Baldwin's switcher catalog was very complete. As long as a road will take a De la Vergne engine, Baldwin will build it. For me to cover fully all of Baldwin's switcher production would be impossible here. However, most of the models are so similar in appearance that a general description will suffice.

Baldwin and Westinghouse had been building experimental and limited-version switchers since 1929, but the mass-produced Baldwin switchers began with shop No. 62000, an experimental 660-

Collection of Jim Edmonston

Purple- and cream-colored Atlantic Coast Line No. 606, 1940-style VO-1000, shows rounded cab contours and old builder's plate. Loco was re-engined with EMD power, renumbered ACL 10, then became Seaboard Coast Line 99; still operating.



hp end-cab switcher sold to the Santa Fe as its first 2200 but later returned to Baldwin as unsatisfactory.

I saw this unit in 1965 at the Boston Metals Co. in Baltimore, Md., their No. 1, deadlined with a broken crankshaft. Built in 1936, it was the first Baldwin unit to use the De la Vergne engine. In 1937, the builder sold three 900 hp units to Public Belt of New Orleans, their 31-33. These were designed the same as ATSF 2200 but were slightly longer. no doubt owing to their 8-cylinder De la Vergne instead of six-cylinder. In June, 1939, Baldwin produced a 660-hp unit for Reading, No. 36, which radically departed from any style before or since. Possibly it was a custom-built model. None of these pre-standard engines, to my knowledge, were given official model numbers.

In late 1939, Baldwin standardized on a long hood, end cab, front radiator, and boxy-square lines. The general style remained unchanged until production ceased in 1956; but there were numerous variations. Model VO-660, with a 6-cylinder VO De la Vergne, sold 143 units between 6/39-5/46. Until 1940, the first units featured a strange, sharply pointed nose, with a huge oval screen area covering a large fan. Also a side radiator grille and oddly fabricated trucks. After 1940, VO-660's nose was blunted, not quite flat; and the side radiators were removed and the unit rode on AAR type A switcher trucks, as did all Baldwin swicthers after 1940. VO 1000, with an 8-cylinder VO De la Vergne, offered 1000 hp and was to be the biggest seller in the Baldwin line at 548 units sold. Like their smaller brothers, early VO 1000's lost their odd trucks and pointed noses to the standard body style in 1940.

Everett Young, Pikeville, Ky.

Famous Monongahela Ry. "Sharks" RF-16 No. 1216 moving onto turntable at South Brownsville, Pa., on May 11, '72. With heavier summer coal traffic, this type is in big demand. With no new GP-38's in sight, they'll be around for awhile.

Burlington Northern pool power numbered 6508 EMD SD-45, 6616 EMD F-45, and 6452 EMD SD-45 on the Erie Lackawanna road with train NE-97 westbound crosses historic Starrucca Viaduct in Lanesboro, Pa., on a cloudy day in May '72.
Richard J. Allen, 14 Ethel St. M.R. 99, Binghampton, N.Y. 13905

In 1946, the VO engine gave way to the 606 and 608 engines. The new switcher line offered four models, DS-4-4-660, DS-4-4-750, DS-4-4-10, and DS-4-4-10A. Model designations mean diesel switcher, 4-wheels, 4-traction motors, and hp rating. DS-4-4-660 uses a 6-cylinder 606NA, normally aspirated. Produced between 1946-49, the model sold 139 units.

DS-4-4-750, which produced 750 hp from the same prime mover, was built between 1949-51, replacing the 660-hp, and sold 53 units. DS-4-4-10A uses an 8-cylinder 608NA normally aspirated engine and yields 1000 hp. This model sold 56 units between 1946-'48. The DS-4-4-10 gets 1000 hp out of a 6-cylinder turbocharged 606SC. This model, replacing the normally-aspirated unit, sold 445 units between 1948-51. When the old VO engine gave way to the 600 series, Baldwin changed the body styles slightly, scrapping the rounded front for a completely flat front radiator, and squaring off the cab lines. This final body style lasted until the end in 1956.

In 1950, Baldwin officially changed its model designations to a simpler form, reflecting only service (switcher) and horsepower. Thus the S-8 model, an 800-hp switcher, replaced the 750-hp model.

S-8 uses a normally-aspirated, 6-cylinder 606 engine, of which 63 were sold between 1951-'54. The S-12 was the last and most powerful of the Baldwin switchers, producing 1200 hp from a 6-cylinder, turbocharged 606A. It replaced the turbocharged 1000-hp model in 1951, and sold 452 units between 1951-56.

My first and simplest designations for Baldwin switchers remain valid, although not very sophisticated. These were "fan front," "round front," and "flat front." I knew that the rarest were the old VO fan fronts, and when I discovered one on the Reading in the mid-fifties I realized I was looking at a relic. A good number of older VO's are still running, although the old "fan fronts" are gone. Of course, the later models of DS and S units are still well represented, including many relgated to short lines and industrial use.

The strange application of Baldwin's stacks doesn't seem to follow any set plan. They range from single straight stacks set at the extreme rear of the hood to a full set of eight straight stacks in a line on the left side, to a single fat turbocharger stack set about ¾ back. There are three-stackers, four-stackers, and five-stackers. Stacks are straight pipes, conical, or bulged at the bottom. They are tall, short, thin, and fat, some capped with spark-arresters.

Probably the best show in Baldwin dieseldom is the eight-stacker, which, when viewed from the side, displays its firing order as puffs of diesel smoke rise from each stack in turn! Baldwins are interesting. They are tough, built to take it, and very powerful at slow speeds. Baldwin isn't building them now, but there's a parts supply yet, and the Baldwin units will be around a while.

Send all diesel news and comments to my home at 792 Farnham Court, Cincinnati, Ohio 45240. ●

Southern Railway "E" unit No. 6915, resplendent in its new livery. awaits highball in Atlanta on July 1, 1972.
Al Langley, Jr., Rte. 1 Box 64A
North Augusta, S.C. 29841

HOBBY CLUB

conducted by Sy Reich

RETIRED railroaders everywhere are invited to join the National Association of Retired and Veteran Railway Employees. So are all "rails" still working with ten or more years of service. The association has 125 units, with over 40,000 members in 40 states. It was organized in 1937 to advance the members' interests under provisions of the Railroad Retirement Act and to work in close harmony with all standard rail labor organizations. This body has helped to improve retirement benefits, increase widows' pensions, etc. Dues are $3 annually for men, $2 for women. Contact Maurice Jacobson, 5812 McKinley Pl., Seattle, Wash. 98103.

Southern Pacific Fairbanks-Morse "Trainmaster" loco brings commuter train into 3rd and Townsend depot, San Francisco, Dec. 29, '71. Doubledecker commuter cars of earlier arrival are to right. Station is due to come down some time this year.
Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

As part of their program to revive some of the great days of Boston & Maine railroading, the B&M Railroad Historical Society is refurbishing and restoring the *Flying Yankee* on an Edaville Railroad siding at South Carver, Mass. This was B&M articulated train No. 6000, purchased in 1935 as the first diesel streamliner in the East. Bought from the Budd Co. for $276,000, it ran between Boston, Mass., and Bangor, Maine. In its 22 years of B&M service No. 6000 carried such names as *Flying Yankee, Businessman, Mountaineer, Cheshire*, and *Minuteman*. As the *Flying Yankee* it ran to Maine and back from 1935 to '42 in fall and winter seasons. Each summer it was used on the Conway branch to Littleton-Bethlehem, N.H., both routes being a joint operation of B&M and Maine Central. During World War II it was on the Boston-to-Portland run. In the '50's it became the *Minuteman*, gliding over the old Fitchburg Division between Boston and Troy, N.Y. Employees affectionately called it the "Tin Fish" and the "Silver Slipper." When retired to South Carver on May 7, 1957, the *Flying Yankee* boasted a total mileage of 2,735,600.

A replica of the locomotive *John Molson* that once ran on the Champlain & St. Lawrence in Canada is now being operated by the Canadian Railway Museum at St. Constant, Que. The Grand Trunk took over the C&StL in 1863 and retired the original *John Molson* about 1875. The loco runs on the museum grounds on certain weekends.

When the 1971 All-America quarterback, Jack Mildren, plays pro football these fall weekends, many Louisville & Nashville folks are sports fans. Jack's grandfather, the late S. Ferrie Lamont, was an L&N operator at Bay Minette, Ala., in the 1920's, and a cousin, William B. Gordon, is a switchman at Pensacola, Fla. "Railroad Bill," the notorious outlaw, was killed only two doors from where Jack's grandfather lived in Atmore, Ala.

Chicagoans now can have the fun of eating in a plush railroad dining car without going anyplace. The Rock Island has installed a diner and club car from the old *Golden State Limited* on Track 1 of LaSalle Street Station and is using them as a restaurant, serving luncheon and dinner. In conjunction with the Southern Pacific, the RI operated the *Golden State* between Chicago and Los Angeles until declining patronage forced its discontinuance.

George W. Gerhart, assistant editor of Gold Coast Railroad's *Steam 'N Steel* newsletter, often gets requests for pix of various events on the line and views of the Gold Coast in operation. Prints are available in 8x10", color or b&w, for $2 each. Each shot will be "photographer's choice" only; there is no sample book. Contact George at P.O. Box 245, Miami, Fla. 33138.

Adorning a wall of the Denver & Rio Grande Western freight building at Salida, Colo., thanks to Ralph Passarelli, extra gang foreman, is an enlarged picture of the old Tennessee Pass railroad tunnel with engine 3606 emerging. Ralph snapped that photo in 1937 when he was section foreman there. To frame it he used molding which came from the famous old roundhouse at Leadville, razed seven years ago. The picture may be only "a hole in the snow" to some modern railroaders, but is a classic bit of nostalgia.

"Your June issue mentioned several state highway department maps showing rail lines. One state you omitted is Vermont, which shows the CtV, B&M, CNR, CP Rail, GM, MEC, M&B, St. J&LC, and Vermont Ry. It is an excellent map for train watchers."—Leroy C. Hutchinson, president of B&M Railroad Historical Society, 17 Parker St., Reading, Mass. 01867. Another highway department left out was Illinois, reports Dr. Andrew C. Lindstrum, Jr., 1028 W. High St., Edwardsville, Ill. 62025.

We learn from John Beach, 6731 Wentwood St., S.W., Massillon, Ohio 44646, that some oil companies

(Sunoco, American, Shell, Gulf, Esso, Standard), but not all of them in any one city, issue free maps of large cities showing railroads, often including yards and terminals. These can be obtained by inquiring at service stations or writing to the oil companies.

"In Ohio at least," he adds, "some county highway maps show railroads. They are available free at county courthouses or probably by writing to county engineers at the county seats."

Sectional aeronautical charts used by pilots for flight planning and navigation also show rail routes and highways in detail, according to Paul Evans, 3344 Honeysuckle Lane, Smyrna, Ga. 30080. Their scale is about 8 miles to the inch. Each covers an area about 400 by 300 miles. They are available from the U.S. Department of Commerce, Washington, D.C.

"If you have already been to Steamtown U.S.A. at Bellows Falls, Vt., as I have," writes Michael J. Hudak, 38 Oliver St., Binghampton, N.Y. 13904, "or if you own the *1972 Steam Passenger Directory*, you would likely expect to pay $2.50 for the train ride and $2 to visit the steam museum. As of June 24, however, this is no longer the case. Instead, you must buy a package ticket for $3.95 (adult), including the ride and museum. While this 'revised reduced admission saves some people 55¢ each, it is unfair to those who have already seen the museum recently and don't want to see it again. You can't even get into the gift shop or refreshment area without paying the full $3.95. Even people who do not arrive at Steamtown until after the day's last train has left must pay it."

(*Ed. note*: While the new package admission fee may seem unfair to repeat visitors, Steamtown had to put it into effect to get some additional much-needed revenue.)

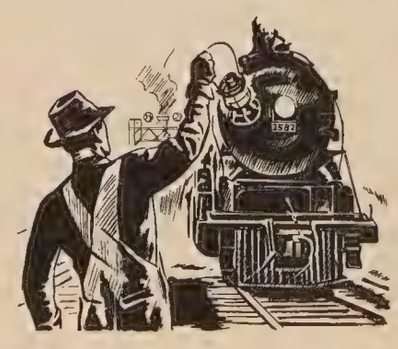
Bob Wayner's newest book, *Car Names, Number, and Consists,* is a complete record of lightweight and streamlined passenger-train equipment built and operated in the U.S. Included are all car names, numbers, types, builders, dates built, and information on renaming, renumbering, and conversion, plus 243 car floor-plan diagrams. This 256-page, 8½x11" book is $7.95, available from Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023.

You may recall the dismal news of the destruction of the fine old seats, shades, and general interior of the former Louisville & Nashville coach belonging to the North Alabama Railroad Club, P.O. Box 21, Tuscambia, Ala. 35674. That occurred in August, 1970. Recently *White Flags and Full Steam*, the club's newsletter, carried a cheerful follow-up on that story. The guilty parties—dim-witted teenagers—were caught and eventually brought to trial, convicted, and given one year either to repair the coach themselves or pay for its repair. On June 12th this year they reluctantly sent the club a check for $1,450 to pay for the damage. The car will be restored in time for next spring's fantrips. It is good to know that sometimes vandals can be caught and punished.

The same issue of the club's newsletter gives this tip on steam locomotive operation: "The engineer should *never* cut the throttle completely off until after stopping the train. The engineer uses the train and/or engine brake to stop the train movement. The reason for this is that steam pressure keeps both the valves and the pistons "balanced" in their chambers."

Norfolk & Western yardmaster Norman W. Wagner in Buffalo's Bison Yard firmly believes that a hot dog has year-round appeal. "It's no longer just a picnic item," he says. Norm and his son, Ronald, a yard clerk, were recently featured in the Buffalo *Evening News* with an article about their own brand of hot dog sauce, for which they get mail orders, even from distant points. Norm is a former U.S. Army cook. He developed the recipe from one used at New York's Coney Island.

The "age of the iron horse" never will be forgotten if the Railway Historical Society of Northern New York has its way. Formed in March, 1968, this society has collected over 200,000 documents and artifacts on many phases of railroading throughout the world. The museum is located on Rte. 12-F, just west of Watertown, in the former New York Central station at Brownville, N.Y., originally the first depot on the old Cape Vincent branch of the Rome, Watertown & Ogdensburg. It is open Tuesday through Saturday, 10 a.m. to 4:30 p.m. and on Sunday afternoon, but is closed on Mondays and national holidays. Contact David W. Cummings, 140 Flower Ave., East, Watertown, N.Y. 13601. ●



The BLE Viewpoint

C.J. Coughlin, president of the Brotherhood of Locomotive Engineers, comments: "Obviously, the BLE is not in favor of halting *all* abandonments. This organization is aware that there are branch lines which go nowhere and were built long ago to serve industries that no longer exist. There is little or no traffic on such lines today. Only a fool would fail to realize that the abandonment of useless trackage is a wise course.

"But in other instances it can be and has been documented that carriers deliberately drove the business away, and the need for the branch lines remains critical. Certain carriers, having discouraged the use of the rail mode by shippers served by these branch lines, cry "poor mouth" and seek to get out from under their responsibility to maintain and use the tracks.

"The BLE objects to this sort of thing. But we realize as well as anyone that unproductive branch lines should be abandoned.

"As taxpayers, all of us are being asked to contribute more and more to the construction and maintenance of highways, over which the trucking industry operates. Thus we are compelled to finance the railroads' chief competitor. It is time that the Federal Government begins to give the same sort of financial assistance to the railroads as it does the trucking industry." ●

BOOKS of the RAILS

by GORTON T.H. WILBUR

LOCOMOTIVE DICTIONARY (1906), 523 pages, 8½x11", hard cover, drawings, data; Newton K. Gregg, P.O. Box 868, Novato, Calif. 94947.

An exact reprint of the 1906 book originally published by *Railroad Gazette*. In later years this reference work came under the title *Locomotive Cyclopedia.* Copies of this and later books are almost impossible to obtain. The dictionary consists of 100 pages of railroad terms, all referring to photos or drawings found in the other 400-plus pages that include complete data on every part of steam locos and tenders. There is even a listing of fast and unusual runs from 1880 to 1906. Model builders especially will find the details and drawings of great value.

THE STANIER BLACK FIVE, by John F. Clay, 96 pages, hard cover, 5½x8½", photos, drawings, rosters; Terminal House, Shepperton, Middlesex, Walton-on-Thames (WT) 28484, $2.50.

The Black Five, created by W. A. Stanier, was one of the great locomo-

tive designs in British history. They are considered to have been the most generally useful engines ever run on Great Britain's rails, influencing steam locomotive design on other pre-1948 railways and then on the nationalized British Railways. Being a realistic rather than a partisan account of the class, this book provides ample evidence that the claim is justified. The popularity of the Black Fives is proved by the number of locos still preserved, but the true memorial lies in its record.

SWISS TRAVEL WONDERLAND, by Cecil J. Allen, 168 pages, hard cover, 6¼x9¼", photos, maps, data; Ian Allen Ltd., Shepperton, Surrey, England, $8.

This is a good book for railfans vacationing in Switzerland. It is a revised edition of one put out in 1967 by Mr. Allen under the title *Switzerland—Its Railways and Cableways, Mountain Roads and Lake Steamers*, with the addition of appendices giving statistics on heights of lower and upper terminals, lengths and methods of operation of all Swiss mountain railways and cableways. There are nearly 200 photos, some in beautiful color.

THE ROAD TO PARADISE, (new edition) by William M. Moedinger, 38 pages, 8½x11", soft cover, photos, map; Williams M. Moedinger, president of Strasburg R.R., 1835 Pioneer Rd., Lancaster, Pa. 17602.

The Strasburg Rail Road, an ancient institution, literally grew up with America. Founded in the time of U.S. President Andrew Jackson, it was chartered by the Pennsylvania Legislature on June 6, 1832. The competition of a trolley line from Lancaster to Strasburg, around the turn of the century, started the passenger business down the drain. New highways and bad storms knocked out freight business and brought the line to the point of abandonment. Moedinger tells us how one man, Henry K. Long, saved the pike and laid the groundwork for the successful operation today of this road to Paradise, Pa.

A RAMBLE INTO THE PAST ON EAST BROAD TOP R.R., by Frank Kyper, 63 pages, soft cover, 6x9", photos, maps, rosters, East Broad Top R.R., Rockhill Furnace, Pa. 17249, $1.50.

In photos and text this book recaptures some of the past of the last narrow-gage common carrier to operate east of the Rockies. To those familiar with the Keystone State's fertile Aughwick Valley, the continued existence of one of America's oldest narrow-gage rail lines is a nostalgic reminder of an unhurried age of iron men, steel steam locos, and wooden-bodied coaches. ●

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The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
PULLMAN & PRIVATE CAR PICTORIAL	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
ON STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
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THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
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THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts* (timetables), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

RAY APPELGATE, Box 78, Taconic, Conn. 06079, buys, sells, swaps trolley postcards.

SCOTT ARDEN, 1260 Star, Noti, Ore. 97461, sells variety of hardware and dining-car items. Sample and list, three 8c stamps.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned sizes 120-620 and 116-616 cameras for large oblong negs. Details free.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells EL, Amtrak, other tts., NYC emp. tts.; buys NYSW, Erie, DL&W tts. (SSE)

RON BLATTMAN, 2610 11th St., N.W., Canton, Ohio 44708, sells rr. lanterns, oil cans; also trades. (SSE)

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, will buy or trade for 35mm slide of Olin Corp. MAWX cars at Saltville, Va.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC, or predecessors, anything Fla.; buys RPO, trolley, diner, uniform mat'l, any roads.

DOUG BROWN, 711 Panline, Redondo Beach, Calif. 90277, pays top prices for steam loco hardware: C&O, N&W, NKP, PRR, NYC.

DAVE BUSSE, 675 W. Lockwood Blvd., Webster Groves, Mo., wants tks, tts., info on Ill. Term., CNS&M, TMER&L, Iowa interurbans.

CURTIS CAILOUGH, 299 Rea Ave. Ext., Hawthorne, N.J. 07506, sells, buys dup. 35mm slides Erie, NYS&W, EL, D&H, LV, L&HR; buys Erie pix.

CECIL CHURCH, 216 Rideau Terrace, Ottawa, Ont., Canada, K1M-0Z2, buys, trades, sells Alco, Baldwin, Lima steam bldr. pix, catalogs.

NICK CHILLIANIS, 155-20 41st Ave., Flushing, N.Y. 11354, buys slides steam and elec.; NYC, PRR, NH, NKP, SR, C&O, UP; CMSTP&P BiPolars, Hiawatha; TARS trolleys.

ROBT. COOLEY, RD #2, Maple Ave., Saratoga Springs, N.Y. 12866, will buy "Switzerland's Amazing Rys.," by Allen.

JOHN COOSHEK, 455 W. 26th Ave., Vancouver 10, B.C., Canada, sells Canadian emp. and pub. tts., also some U.S.; free list.

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells b&w pix of SAL, ACL, CofG, PN, Miss. Cent.; other merged and aband. rds. (SSE)

TOM COVAL, 21 East Roben Rd., Holland, Pa. 18966, sells tts.; also dining-car menus, 50c plus large SSE.

RICHARD CRANDALL, Mortons Corners Rd., Springville, N.Y. 14141, trades old issues Railroad Magazine for old public and emp. tts. (SSE)

GARY CRAMM, Box 8899, Sta. H, Vancouver 5, B.C., Canada, will sell Railroad Magazine 5-6/53, 2/55-12/58, 4-12/59, some '55-'57 Trains. List 10c.

JIM CRIMMINS, 5 Bonnie Dr., Exeter, N.H. 03833, buys old B&M pix, paper, drawings, pre-1883. State items, cond., price.

C. BUTCHER, 8 Coyne, St. Thomas, Ont., Canada, sells B&O steam pix; list 15c.

ED DAVIS, 282 Elderts Lane, Woodhaven, N.Y. 11421, will trade Alexander's "Collectors Book of Locomotives" for "Pennsy Power I."

HOWELL DAY, 300 Vail Ave., Piscataway, N.J. 08812, needs these issues to complete his all-time Railroad Magazine files: Oct. '06; Sept., Nov. '14; Sept. '17; all Nov. '18; Dec. 7, 28, '18; all Jan. '19; Feb. 1, '19.

VINCENT De SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys EL, diesel, station, pass. equip., name-train slides; also public and emp. tts.

R. DELLINGER, Box 4095, Birmingham, Ala. 35206, trades rr. uniform buttons, playing cards.

ROBT. DIVOKY, 1168 E. 78th St., Kansas City, Mo. 64131, wants info. on all proposed elec. rys. out of his area; also on KC, Joplin & Pittsburgh, and KC&Int. Ry.

G. DRIGGERS, Box 891, Hamlet, N.C. 28345, will swap 8 SAL Va. Div. train bull. bks., SAL rule bks., SCL emp. tts., and Railroad Magazines for Beebe and Al Stauffer bks. and 116-616 steam pix.

TERRY DURKIN, 3660 Pringle St., San Diego, Calif. 92110, will sell steam loco bell, handcar, Fairmont M-19, S-2 and ST-2 motorcars, velocipede, steam loco class lights. (SSE)

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells new sets of 10 steam and diesel postcards, $1, incl. night shot of Pennsy K-4s, Erie 4-6-2, S. African Beyer-Garrett, Rdg. 2102, will buy photo of Pennsy 4472, also all photos, slides of CP Royal Hudson 2839 in regular service.

W. EDWARDS, 3610 S. Adams St., Seattle, Wash. 98118, sells rr., steamship, bus, airline, trolley tts. and pix, US Canadian, Mexican, European. Wants same from 1920's and '30's.

J. EFHAN, 1516 29th St., Sacramento, Calif. 95816, will buy or trade 5⅜" red glass switch lamp lens for 5⅜" red plastic ESNA type Stimsonite switch lamp lens.

JACK FESCO, 4307 Edenhurst Ave., Los Angeles, Calif. 90039, will sell 1927, '38, '47 Loco. Cyclopedias, 19 ICS vols. on steam loco, airbrake, mint cond. (SSE)

FRANK FONTIS, Fla. Railroad Museum, 512 Greene St., Key West, Fla. 33040, buys anything FEC, ACL, SAL, SCL, other Fla. railroadiana.

RANDALL GELLEWS, 1303 Quincy Dr., Wilmington, Dela. 19803, sells Amtrak posters, buttons; posters announcing PC auction held at 30th St. Sta., Phila. (SSE)

Rev. Fr. GERMANOS STAVROPOULOS, 9 Farview Ave., Danbury, Conn. 06810, buys pix of Pennsy steam locos, esp. R4 526; also steam whistles, bells, loco bldr. and number plates.

C. GOODMAN, 5826 S. Western, Chicago, Ill., 60636, buys Wabash, GT, Soo, other rr. china and silverware.

CHAS. GOOLSBY, 901 Beal 23, Charlotte, N.C. 28211, sells train orders, tts., Off. Guides, Equip. Registers, etc. (SSE) Wants pix of Macon & Birmingham, AB&C, other railroadiana.

LEN GORDY, 5540 South Hyde Park Blvd., Chicago, Ill. 60637, sells, trades tts., mags., other railroadiana; your list or SSE.

BOB GREENAWALT, 3643 South Rosemead Blvd., Rosemead, Calif. 91770, will swap pre-1900 rr. passes for old rr. stocks, bonds.

JON GUARDIS, Jr., 102 North 2nd St., Duquesne, Pa. 15110, sells old issues Railroad Magazine, Trains, tts., pix of East Broad Top, other railroadiana. (SSE)

W. HARPP, 103 Mulberry St., Pioneer, Ohio 43554, buys, trades rule bks., emp. tts., switch keys; esp. EJ&E, Wabash, N&W items.

MORRIS HAIMOWITZ, RD 1, Box 3, Belle Mead, N.J. 08502, sells steam loco and rr. supplier ads from 1920's and '30's; five diff. ads. $1.

WES HAMMOND, 1145 Bedford St., Fremont, Calif. 94538, sells orig. Kod. II 35mm slides of SP F-M Trainmasters, WP F's, Trona BLH units. (SSE)

CHAS. HANLEY, 228 S. 18th St., Terre Haute, Ind. 47807, will pay premium price for hand lantern with name or initials of Pittsburg, Cincinnati, Chicago & St. L.

C. HAYES, Sr., 1526 East 43rd St., Tulsa, Okla. 74105, will sell RI tt. of Feb. '42.

J. HAUGH, 3650 Mt. Vernon Rd., Seabastopol, Calif., sells 35mm color slides of diesels and rr. cars. (SSE)

E. HEATH, 526 Amelia St., Cornwall, Ont., Canada, wants 35mm slides of CV steam locos and stations in Vt., esp. St. Albans; also history of locos on display at Clark's Trading Post in N.H.

GREG HENDRICKS, 97-34 80th St., Ozone Park, N.Y. 11416, sells Pullman-Standard brass plates.

GERALD HOELTZEL, 1013 Gordon St., Midland, Mich. 48640, will buy old rr. telegraph, telephone instruments and parts, station clocks,, misc. railroadiana.

WM. HOFFMAN II, 326 South East Ave., Baltimore, Md. 21224, sells 5x7 steam pix, many roads; list 15c.

RICH HUTCHINGS, 24055 Gill Rd., Farmington, Mich. 48024, trades Mich. and Ohio rr. color slides; wants CN and CP slides; buys GTW, CN steam negs.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, other rail publications.

WILSON JONES, 105 Fairmont Ave., Hackensack, N.J. 07601, wants eastern rr. postcards, rr. music, esp. Erie railroadiana.

EAKLES HILLE, 224 Denison St., Little Rock, Ark. 72205, trades, sells, train orders, dispr. tr. sheets, etc. (SSE)

C. KELLER, 60 Tuscano Ave., Revere, Mass. 02151, wants ICC accident reports, wreck photos.

BILL KAMER, 116 Gail Dr., New Rochelle, N.Y. 10805, buys NYW&B & pix, info., other railroadiana.

ERIC KRIEGH, 492 Ord Dr., Boulder, Colo. 80303, buys or trades anything on C&S; sells or swaps AT&SF date nails.

ROGER KRUEGER, Box 298, Chester, Calif. 96020, sells AT&SF, UP, MP steam negs. (SSE)

NED LEWIS, Box 131, New York, N.Y. 10033, buys SL&SF, MKT, NC&STL books or mags.

G. LLOYD, 641 Sequoia Ave., Millbrae, Calif. 94030, has lists of Illinois Terminal RR color slides. (SSE)

SCOTT LOMAZZI, 3144 Gary Ave., Merced, Calif. 95340, sells, trades, buys, all tts., misc. railroadiana. (SSE)

RANDALL LOWRY, 33 Maitland St., Apt. 203, Toronto 284, Ont., Canada, buys pix of CNR Kincardine and Southampton subdivisions.

PHIL KOTHEIMER, 2913 West Riverside Dr., Mobile, Ala. 36605, sells cancelled rr. stock certifs., tkts., 8x10 photos of L&N steam. (SSE)

ROY JAHN, 1012 East Vanowen, Orange, Calif. 92667, sells 35mm dupl. color slides of first-generation diesels. (SSE)

KEN MacDONALD, P.O. Box 773, Fredericton, N.B., Canada, sells postcard size to 9x10 steam, diesel, elec. photos of CN, CP, GTW, business cars, circus cars; list 25c.

ALEX McDONALD, 20 Parkhust, Lebanon, N.H. 03766, buys contact prints from orig. John S. Powell negs., PRR only.

G. MATHESON, Box 454, Lennoxville, P.O., Canada, wants steam, diesel, train, action shots up to 5x7" of STJ&LC, other New Eng. and east. Canada road; also pix, clippings, etc. of rr. destruction due to Agnes in eastern U.S.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

Erie Lackawanna eastbound freight with four geeps rounding Rundles Curve. (Photographer didn't locate this curve.)
John Taibi, 1465 Manatuck Blvd., Bay Shore, N.Y. 11706

ALDEN MILLER, 3212-34th Ave. South, Minneapolis, Minn. 55406, buys color and b&w movies of Midwest rrs.; state film footage, price.

DALE MILLER, 1515 S.W. Plum Court, Portland, Ore. 97219, buys pix of CP and CN C-liners.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, b&w prints, negs., railroadiana. (SSE)

MARGARET MURPHY, 1291-W. State Fair, Detroit, Mich. 48203, will sell Solid South RR. tks., Pittsburgh to Salt River, '88, Salt River to Pitts., '92, Grover Cleveland, manager.

A. MUTHARD, Macungie RD 2, Pa. 18062, sells emp. tts. and transit negs. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC and Fla.; sells, trades, all RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, big list railroadiana; 25c, refundable.

WARREN NORCROSS, 1547 Baltimore Ave., Folcroft, Pa. 19032, will sell 100-year-old PRR telegraph set, $25.

DAVID OSBORNE, P.O. Box 186, Fort Churchill, Manit, ROB OKO, Canada, wants condr. ticket punch.

KIM PIERSOL, 125 N. Church St., Mohnton, Pa. 19540, trades RGD, PC slides for HM, EL, LV, L&HR.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys steam and trolley tts.

CARL PUGH, 27935 Baseline, Highland, Calif. will trade Baldwin bldrs. plate, Jan. 1919, mint cond. for Lima diamond bldrs.

JOE QUINN, Box 1044, Tillson, N.Y. 12486, selling 9,000 loco pix; steam list 35c, diesel 25c. Also size 616 negs., diesel, elec.

CHAS. REED, 5533 Long Beach Blvd., Long Beach, Calif. 90805, buys on approval loco and caboose slides, except SP, UP, SF.

RANDY REEDY, 2040 North Taylor St., Arlington, Va. 22207, will trade Southern emp. tts. and blueprint Nashville Union sta. for law enforcement or rr. police items, or will sell.

BOB REID, Box 179, East McKeesport, Pa. 15035, sells current PC system freight schedule, over 1500 symbol frts.—through, div., local.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, will trade CP Sask. tt. of April '66 for CP western Ont., same month. Wants all types of slides and pix of CP Dominion.

RANDY REICHARD, 10211 Sutherland Rd., Silver Spring, Md., 20901, buys PRR railroadiana, esp. pre-1950.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys rr. lanterns, globes, bells, hdlts., whistles, locks, keys.

PETER RICKERSHAUSER, 1 Sutton Place, Florham Park, N.J. 07932, will trade CNJ 4/71 emp. tts., mint cond., one for one, for emp. tts. of other lines.

WM. ROGERS, Fletcher Park Rte., Wheatland, Wyo. 82201, sells rr. book reprints: "Western Incidents Connected With Union Pacific," $3.25, by Seymour, originally pub. in 1867; other books.

JOE SNOPEK, 37 Kellogg St., Granby, Mass. 01033, buys negs., slides of NH elec., diesels, steam, coaches, cabooses.

R. SHULL, 130 W. 44th St., New York, N.Y. 10036, wants pix and info. on Erie business car No. 1.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells rr and steamship tts., Off. Guides, annual passes, books, maps, pass. train brochures; list 50c.

KEVIN RUBLE, 3 Spicewood Rd., Wilton, Conn. 06897, will trade Monon pass. tts. 9/29/57 to 9/28/58 for Mononland foldout postcards of early 1950's.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio, offers mint sets of UP, IC, D&RGW, B&A, PC, Milw., SF, SP, Strasburg, GM&O, LI, and Pullman playing cards, $3.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, has list of new postcards for SSE.

D. STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, sells Chattanooga trolleyiana, buys anything on Chattanooga rr. or trolley; no list, state wants. (SSE)

MARK SAMWICK, P.O. Box 429, Milford, N.J. 08848, will sell Hudson & Man. rule bk. 1923, mint cond., $8.

DAVE SAUMS, Box 125, Hillsdale, N.Y., sells pix of PC diesels, RS-3's to C-636's. (SSE)

CHAS. SMITH, 53 Cobblestone Dr., Paoli, Pa. 19301, sells loco and car drawings from NYC Hist. Soc. collection. (SSE)

THOMAS SCHILTGEN, 906 North 14th St., Milwaukee, Wis. 53233, buys back issues Midwest Railroader, except 36-45; write first.

H. SZYDLOWSKI, 3942 Euclid Ave., East Chicago, Ill. 46312, buys steam pix of Camelbacks of Universal Atlas Cement.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells traction negs. and 3x5 prints, all states, big list. (SSE)

BOB THOMPSON. (Your address is incomplete.)

P. THOMPSON, Box 42, Torrington, Wyo. 82240, will sell to top bidder, WU Tele. & Cable office sign, good cond. (SSE)

JOE TOTH, 2608 Woodlawn, Ennis, Texas 75119, sells Apr.-May '71 Off. Guides, German steam recordings, Railroad Magazine, Pacific News. (SSE)

FRANK SUMMERS, Imotak Library, 205 Virginia Ave., Richmond, Ind. 47374, sells Ind. traction emp. tts. and stock certifs. (SSE)

RON STAFFORD, 102 Cove Drive, Edinboro, Pa. 16412, buys company mags., pencils, tts. of Monon and Rutland.

BOB SMITH, 246 Middlefield Drive, Akron, Ohio 44312, sells Kodachrome slides of EL, B&O diesels; sample and list 40c.

DICK SACHS, 330 Taft Road, River Edge, N.J. 07661, sells EL 1971 Christmas cards, 15c ea., accepts pre-'61 tt. lists.

LEONARD WALLIS, 12 Lake St., St. Catharines, Ont., Canada, will sell complete bound vol. Railroad Data-1927, $20.

WAYNE WEISS, 1414 North Horseshoe Drive, Sugarland, Texas 77478, wants C&S condr. gold buttons with entwined letters insignia.

JOHN WEIGHTMAN, P.O. Box 696, Sacramento, Calif. 95803, will sell one March, 1900, booklet "Sights and Scenes from UP Car Windows," $5.

E. WHITE, 140 Irmisch Ave., Lindenhurst, N.Y. 11757, will sell The Trolley Musette, Spring '72 issue, 50c.

HOWARD WORLEY, 713 Lafferty Drive, Pittsburgh, Pa. 15227, sells or swaps, PRR, PC, B&O tts., misc. items; wants anything P&WV or WPT. (SSE)

EARL YORKE, 27257 Currier, Dearborn Heights, Mich. 48125, sells transfers from 19 states 40 for $1; tokens, 3 sizes, 5 states, 5 for $2.

EUGENE ZANK, 1414 Eastward, Alma, Mich. 48801, sells tts., emp. tts., Off. Guides, other railroadiana for SSE and 16c.

GARY DANIELS, 4402 Bingham, Dearborn. Mich., will buy June '68 Off. Guide, good condition.

JOE DOHERTY, 26 Anderson Rd., Bernardsville, N.J. 07924, will buy 1973 UP calendars.

J. FLAHERTY, 65 Walter Ave., West Hartford, Conn. 06119, sells phonograph records or rr. songs 33⅓ and 45 rpm (SSE)

HERBERT HARWOOD, 620 Stevenson Lane, Baltimore, Md. 21204, buys or trades good negs. of stations, past and present.

R. JOHNSON, 707 Stewart Ave. W., Puyallup, Wash. 98371, buys tts., emp. tts. GN 1890-1969, STPM&M, 1879-'89.

JEROME LANDESMAN, 88-51 211th St., Jamaica, N.Y. 11427, trades tts. and rr. tickets for other tickets.

W. OWEN, 3820 Cullen Drive, Cleveland, Ohio, wants photo of sleeper Raritan Rapids/Alex. M. Byers in consist of Pennsy Pittsburgher train 60/61.

KEN SPRINGIRTH, 4720 Cliff Drive, Erie, Pa. 16511, sells "Viewing Penna. Trolleys," covering Penna. streetcar systems, past and present.

CLARENCE WINSTEAD, 2838 Skycrest Dr., Fayetteville, N.C. 28304, buys railroadiana of ACL, SAL, predecessors, or swaps for other railroadiana.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of hard-cover bks.: "The Book of Daniel Drew," White, 423 pages, illust., (1965), $4; "Directory of Ry. Officials & Yearbook: 1966-'67," all nations, 646 pages, index, $4; "Civil War Railroads," Abdill, 192 big pages, illust. (1961), $6; "World Railways: 1961-'62," Sampson, 435 very large pages, illust., index, $7; "The RR. That Lighted S. California" (SJ&E), Johnston, 128 big pages, illust. (1965), $4.50; "Ry. Accidents of Great Britain and Europe," Schneider, 334 pages, illust., index, (1968), $10; all good cond., postpaid.

Model Trading Post

J. MURPHY, 733 Beaverbrook Road, Baltimore, Md. 21212, sells HO-gage dry transfers for old-time freight eqpt. (SSE)

STAN MICHAEL, 689 Wellmore St., Bedford, Ohio 44146, wants plans for 4-4-0 live steamer, 1" scale.

JOHN NERNOFF, Jr., 9 Roslyn Dr., Glen Head, N.Y. 11545, offers customized model rr. and trolley lettering.

JEFF NEWTON, 417 N. 24th Street, St. Joseph, Mo. 64501, will buy Lionel F3 diesel models, any road.

STAN ORR, P.O. Box 97B, Stormville, N.Y. 12582, sells back issues MR, RMC, Model Bldr., Toy Trains, Model Trains. (SSE)

D. SANTOS, 562 Dartmouth St., South Dartmouth, Mass. 02748, will trade Athrean F7A and B for Athrean GP-9-powered, GP9-dummy, AF stuff.

BEN STEVENS, 101 Weber Ave., Sayreville, N.J. 08872, sells Lionel, Flyer, HO, N gage equip. (SSE)

W. SWANSON, 5729 27th Ave. N.E. Seattle, Wash. 98105, will buy PFM 5-car pass. train set and CPR 4-6-0, 2-8-2, 4-6-2, 2-10-4.

CHRIS ZIMICK, 37 Rochelle Rd., Binghamton, N.Y. 13901, will sell HO scale rr. for $85. (SSE) ●

June Abandonments

Baltimore & Ohio—1.12 miles, Galloway, Jct., W.Va.

Indian Creek Valley Ry. and B&O—17.57 miles, Indian Creek Valley branch, Fayette and Westmoreland counties, Pa.

San Francisco Belt R.R.—.196 miles, Pier 43 ferry slip, San Francisco, Calif.

Milwaukee—2 miles, Kinzie St. to northside of West Grande Ave., Chicago; 24.3 miles, Grass Range to Winnett, Mont.

Santa Fe—81.35 miles, Emporia to Moline, Kan.

Penn Central—4.6 miles, Metcalfs to Milford, Mass.

Chesapeake & Ohio—2.05 miles, portion Surveyor branch, and 2.09 miles, portion Glade Creek and Raleigh branch, Raleigh County, W.Va.

Total miles of abandonments authorized by ICC for June '72—146.086

June Proposed Abandonments

Baltimore & Ohio—Coal Shaft to Beardstown, Ill.

Chicago & North Western—Sanborn to Wanda, Minn.

Milwaukee—Oxford Jct., to Wyoming, Iowa.

New York, Susquehanna & Western—Passaic branch, Passaic to Garfield, N.J.

Chesapeake & Ohio—Port Huron to Croswell, Mich.; Hatch's Crossing to Northport, Mich.; Hot Spring's branch, near Falling Spring, Va.

Penn Central—Williamsport, Pa. to Southport, N.Y.; Holyoke branch, Simsbury, Conn. to Westfield, Mass.

Florida Roster Revisions

Revisions of our Florida Short Lines roster (Aug. '72) come from George R. Silcott. Note 2 should read: AN 705-706 were sold to Silcott, then to U.S. Steel (3/29/71). Note 3 should read: AN 707-708 were sold to Silcott, then to the Canton, renumbered 50-51 (9/9/70, 1/13/71).

Note 10 should read: JT 30-32, 34, 36 were sold to Pan American Engineering (3/26/65, 5/21/64, 2/16/66, ?, ?). PAE 30, 32, 34 were resold to Dominion Foundries & Steel, renumbered 15, 17, 19. PAE 36 was resold to the Clinchfield, renumbered 356 (11/70). PAE 31 was resold to Silcott and Whisler Equipment, jointly; then sold to Interlake Steel, renumbered 4.

Note 15 should read: M&B 75 was sold to Whisler Equipment, then to Silcott, then to Iowa Terminal, renumbered 75 (11/67).

Note 17 should read: PE 300 was sold to the Charles City Western, renumbered 201 (1945); then sold to the Iowa Terminal, renumbered 45 (1966); then sold to Silcott and Whisler Equipment, jointly; then sold to the Mound City Terminal, renumbered 1 (1969). PE 301 was sold to Texas Construction & Materials, renumbered 301; then sold to Kump Hauser, renumebered 301; then sold to Guy F. Atkinson, renumbered 2810; then sold to Pan American Engineering (8/53). Atkinson claims not to have owned this unit.—Sy *Reich*. ●

Pen Pals Wanted

I teach in Shinsung High School in Kyunggi, Korea. My students are interested in finding pen pals in North America to learn more about students their own ages. School has nearly 1,000 students, ages 12-18. I am sure they will be faithful friends to any students in U.S. or Canada who exchange letters.—Mrs. Yoon Soon Cho, C.P.O. Box 5917, Seoul, Korea.

Bruce McDonald (19), 710 Macintosh St., Shepparton 3630, Victoria, Australia, wants pen pals who like railroading, model or prototype.

Mrs. Dortha L. Hall, 214 S. Washington St., Grand Island, Neb. 68801, asks whereabouts of two uncles, Jim and Willie Combs, if living, 79, 81 respectively. Last heard from in Chicago long ago.

Barbara Buchek (16), 9036 Consul Ave., St. Louis, Mo. 63123.

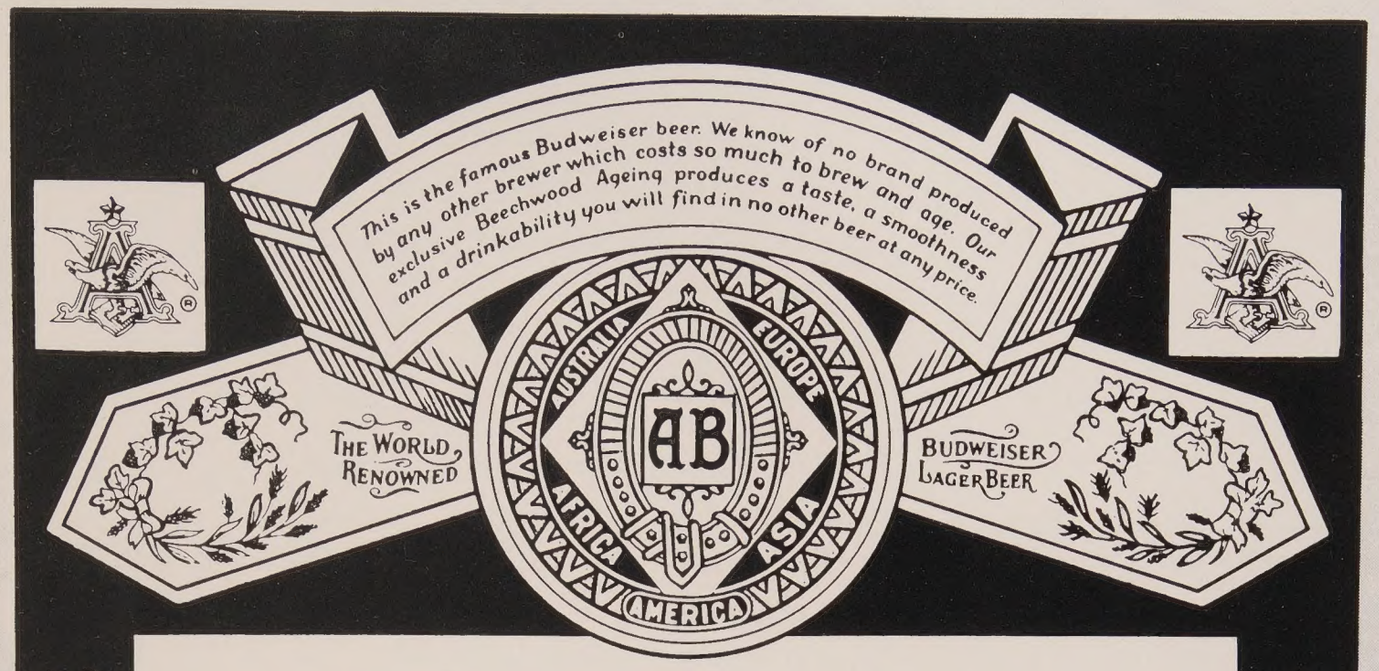
Elena S. Abellana (21), GSIS Compound, F. Llamas Street, Cebu City, Philippines.

Frank Neron (29). 5671, Rosemont, Montreal 415, Que., Canada, swaps stamps, coins, postcards.

Nadine Porter (16), 1340 North 23rd Ave., Birmingham, Alabama.

John H. Combs, P.O. Box 1864, Atlanta, Ga. 30301, arthritic, needs cheer-up letters and cards.

Perlita Aytona, 263-A Leon Kilat Street, Cebu City, Philippines. ●


This is the famous Budweiser beer. We know of no brand produced by any other brewer which costs so much to brew and age. Our exclusive Beechwood Ageing produces a taste, a smoothness and a drinkability you will find in no other beer at any price.
THE WORLD RENOWNED
AUSTRALIA
EUROPE
AB
AFRICA
ASIA
AMERICA
BUDWEISER LAGER BEER

GENUINE

Budweiser®

KING OF BEERS®

Brewed by our original process from the Choicest Hops, Rice and Best Barley Malt

THE LARGEST-SELLING BEER IN THE WORLD

Anheuser-Busch, Inc.

ST. LOUIS NEWARK LOS ANGELES TAMPA
HOUSTON COLUMBUS JACKSONVILLE MERRIMACK

GENUIN

When you say

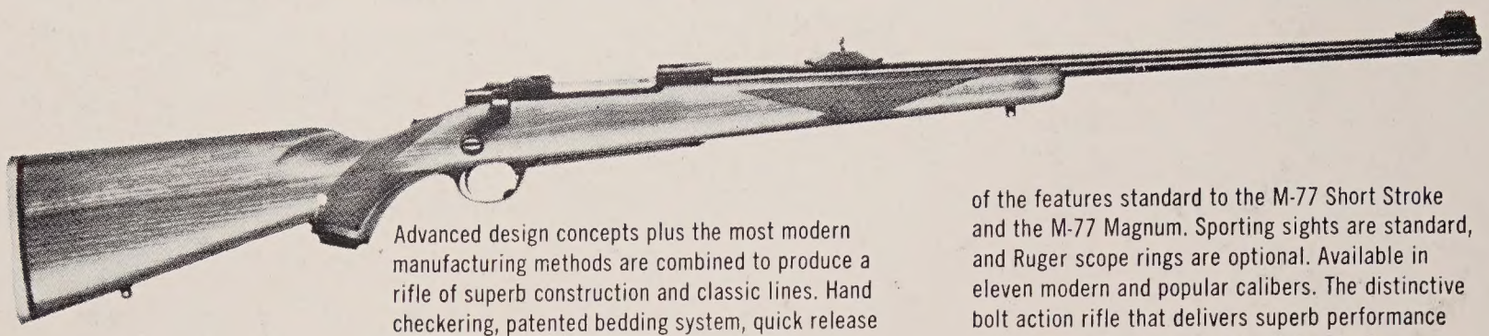
Budweiser®

you've said it all!

RUGER®

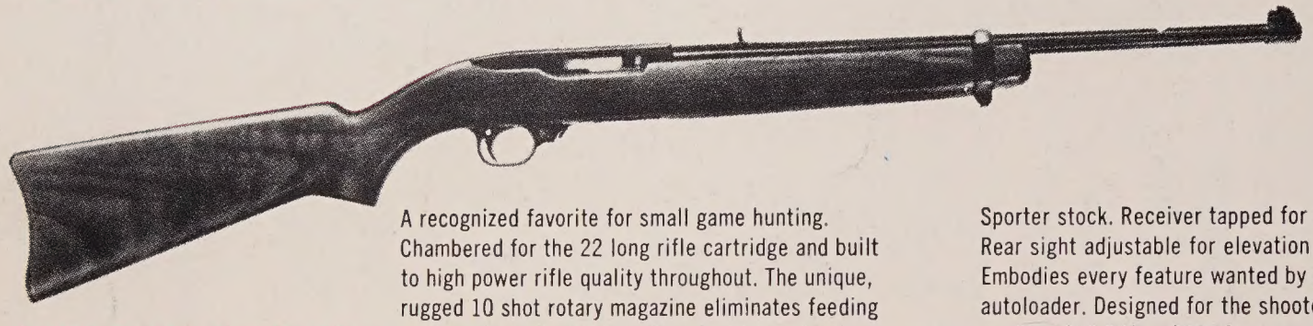
THE PROOF OF QUALITY

Quality rifles for every sporting purpose



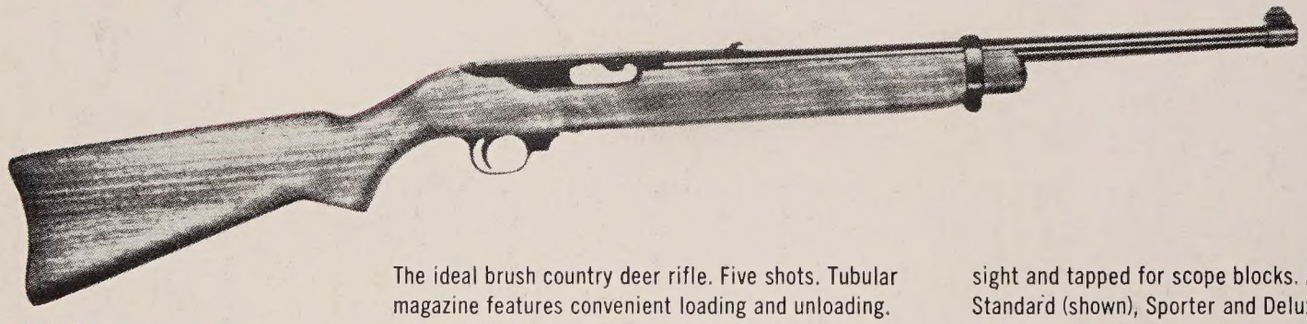
Model 77 Bolt Action Rifle

Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.

Number One Single-Shot Rifle

As a combination of beauty and strength, this falling block rifle has no equal in the world of modern sporting firearms. The Standard Model shown is one of five basic models designed for every sporting purpose. Models vary by barrel length, barrel style, forearm style, sighting equipment and chamberings for eleven proven cartridges. An expensive rifle. Worth every penny of it in terms of accuracy and elegance. A logical style for the varmint shooter and a challenge to the big game hunter. $265.* (all models)

All Ruger Carbines and Rifles have American Walnut Stocks, precision milled from solid blanks.

*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

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